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CONTENTS.

Births, Marriages and Deaths.

Leading Articles:
Hongkong's Possible Rival.
Pre-nuptial Notions.
Official Salaries.
A Hint for Hongkong.
Duke Tsai on Chinese Dress.
Ingenuous Taotai Wen.
Hongkong's "Excellent" Water.
Chinese Labour for the Philippines.
"C. S. O's."
The Conduct of Indian Constables.

Telegrams:

Tragedy at Shanghai.
China's Advance.
Chinese Reform.
Floating Mines.
Shanghai Tragedy.
Tokyo Socialists.
Riot at Tokyo.

Meetings:

Legislative Council.
Sanitary Board.

Legal Intelligence:

The Goony Bay Case.
Claim for Goods Sold.
Tree Planting.
Chung Shan Koo's Bankruptcy.
The Trade-marks Case.

Police:

Alleged Bribery.
The Deep Bay Murders.
Armed Robbery in the New Territory.
Prisoner-hunting.
Coolie's Fatal Fall.
Unwarrantable Charges.
The Coolie's Trick.

Miscellaneous Articles and Reports:

Taotai Wen's Views.
After the War.
Hongkong Ship Accidents.
Fashionable Jewish Wedding.
Gymkhana Topics.
Government Analyst.
Poultry in the Western Market.
Disinterment of Dead Bodies.
Dredging Operations.
S.S. Collides with Strathmore.
S.S. Seta Arrested.
Marine Court.
Cricket at Quarry Bay.
The Royal Hongkong Golf Club.
Hongkong Volunteer Reserve Association.
Cats at War.
Homes for Shanghai.
Canton Day by Day.
Viceroys Shum.
Canton Chair Coolies.
Side-lights on Village Life.
The Shanghai Tragedy.
The Philippine Peso.

Commercial:

Yarn Market.
Exchange.
Opium.

Local and General.

BIRTHS.

On August 17, at Taichow, the wife of Dr. S. N. BARNETT, of twin daughters.

On August 25, at Shanghai, to Mr. and Mrs. E. MORTIMER THOMAS, a son.

MARRIAGES.

On June 13, at Saint Martin-in-the-Fields, Charing Cross, RICHARD SADLER FREEMAN MCBAIN, of Shanghai, to CELILE, MARIE MCBAIN, of Shanghai.

On the 27th August WILLIAM TAIT BOWIE, of the Duff Development Co., Kelantan, son of the late Andrew Ferguson Bowie, of Edinburgh, to AGNES, eldest daughter of D. F. de l'Hôte Rankin, L. D., of London.

On the 2nd September, 1906, at the Synagogue, "Ohel Leah," ALBERT RAYMOND to RICHIE, eldest daughter of Mr. and Mrs. D. H. Silas, of Hongkong.

DEATHS.

On August 28, on board the *Kosai Maru*, EMILY CHARLOTTE, wife of Alexander C. Wilson, aged 58 years.

On August 29, at Shanghai, EMILY CUTFORTH, aged 29 years.

On September 1, at Shanghai, HARRY SMITH, aged 35, late managing director of the China Printing Co., Ltd.

At Shanghai, on the 1st September, THOMAS DAVIES, late 2nd Engineer, China Merchants S.N. Co., aged 31 years.

On September 2, at Shanghai, Dr. CURT SCHOLZ, acting Consul-General for Germany, aged 37 years.

On the 3rd September, 1906, at the Victoria Hospital, Hongkong, FRANK J. CODY, Jr., son of Mr. and Mrs. F. J. Cody, of Manila, aged 2 years and 1 month.

The Hongkong Telegraph

MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, SEPTEMBER 8, 1906.

HONGKONG'S POSSIBLE RIVAL.

(3rd September.)

Reference was made in these columns the other day to the significance which must attach to the construction of a railway connecting Canton with Whampoa; and the important effect which the building of the line now in progress may exercise on the trade of Hongkong. In certain quarters it has been thought right to consider the railway in question in *ubiquitous*, or, in any event, to minimise the results likely to flow from the development of the natural port of South China. Our information received through our Canton correspondent was, however, very explicit as to the terms of the Viceroy's proclamation on the subject, and later intelligence goes to confirm the views which we expressed on a former occasion. The Viceroy's statement outlined the route of the new line, from which it could be seen that after being extended to Whampoa it will proceed to connect Amoy and possibly Swatow with the viceregal capital. It informed the people in the districts concerned that the route had already been surveyed, that lands were to be bought immediately, and that no attempt on

the part of landowners to obstruct the acquisition of the necessary lands would be tolerated. It was also stated that the matter had been referred to the Board of Commerce, for approval and such approval had been obtained. Naturally, those watching the trend of events in South China could not fail to recognise in the construction of the proposed line another link in the chain of provincial improvements which have for their object the elimination of foreign interference—using the word in its milder sense—the development of local enterprises, and the firm determination of the Viceroy, backed by his officials, the gentry and the merchants to raise the Kwang out of the slough of apathy and indolence. But apparently those facts have not appealed to the intelligence of some who have their temporary home in Canton, or, at any rate, they have been blinked. No doubt, we are all anxious to see Hongkong maintain her pre-eminence as a port in the Far East but they are poor friends to the Colony, and to the interests of Great Britain, as the great sea-carrying power of the world, if they fail to direct attention to movements which can have no other than a pernicious effect on local trade. Hongkong as a trade centre is threatened on many sides; even Kowloon promises to exert an unfavourable influence on the island—although, of course, not on the Colony as a whole—once the Kowloon-Canton railway is an accomplished fact. It therefore behoves all concerned in the future of the Colony to regard with the utmost keenness the rapid advance which is being made in all directions by the Chinese under Chinese direction, with Chinese capital, and either by the instigation or with the support of the Chinese Government. That the construction of the line to Whampoa is no myth, and that it is viewed in the most serious light by the British authorities is evidenced by a report which appears in the *Universal Gazette*, a publication which has access to trustworthy sources of information and whose news can generally be relied upon as accurate. It is reported in that journal that the "Hon. M. L. D. Carnegie, the British Chargé d'Affaires, has argued with the Waiwup that the Whampoa Railway, now in the course of building by Viceroy Tsai Ch'ün-hsuan, is against the original agreement and the works should be stopped." In other words, the then principal representative of the British diplomatic service at Peking took immediate steps on learning of Viceroy Shum's scheme, to present a protest to the Foreign Office of China against the construction of the line connecting Whampoa with Canton. The question arises: What was the "original agreement" referred to in the above despatch? The *Universal Gazette* believes it to be the undisclosed agreement framed in connection with the Kowloon-Canton railway, but observes that in such case the agreement to which it refers being merely a matter of business undertaking it is no cause for the interference of the British Chargé d'Affaires. The probability is that there is a great deal more under the Viceroy's proclamation and the British protest to the Waiwup than has yet appeared. Whether our conjecture that it is the intention of the Chinese Government to secure the elevation of Whampoa as a port of call at the expense of Hongkong is correct or not, the fact remains that the matter is much more important than would seem to be appreciated by some parties in Canton, and it is only right that the merchants of both Hongkong and Canton should recognise and endeavour to form some estimate of how their affairs will be affected by the energy and intelligence of the Chinese in South China in prosecuting the extension of the railway system to Whampoa and beyond.

PRE-NUP TIAL NOTIONS.

At the reception following a wedding which took place in Hongkong the other day it was noticed that a large proportion of the gifts from the well-wishers of the newly-married couple consisted of envelopes marked "cheque." Although the galaxy of electro-ware, and odds and ends which usually adorn such displays was robbed of its brightest constellations there was a solid air of sense about the exhibition of wedding presents which was remarked by all the guests. It may be satisfactory for the moment to be in a position to show the favour in which the couple starting in double harness are held by their friends by an abundance of cheap table-ware and gimcrack jewellery, but the feeling does not endure, for who can picture the thoughts of the bride who receives a succession of cruet stands and endless cases of plated spoons—which are favourite tokens of esteem—and finds that her home will be overloaded with articles for which, unless she intends to open a hotel or give unlimited parties, she can have no possible use? Moreover, the knowledge that people who are invited to the wedding will probably attempt to overwhelm them with fancy cushions and, possibly, articles which are more useful, is apt to lead the harassed couple to abandon or at least to curtail those pleasant shop-keeping hours which give a fascination to pre-nuptial days. It must be tantalising to find that all the thought and care lavished on the selection of some essential article of furniture are rendered futile by the generosity of a friend. People in Hongkong have seldom a superfluity of cash—unless they belong to the official or highly-favoured class which inhabit the upper regions—and they cannot therefore afford to throw away money on needless household accessories. In England where it frequently happens that both parties to the wedding contract are endowed with a sufficiency of this world's

goods the habit of sending tick-nacks, can be understood, but even in England the useful cheque is appreciated, for even Mr. Chamberlain followed the more satisfactory plan of presenting his son with a cheque on the occasion of the latter's recent wedding. This is a commercial age when the majority of persons may be supposed to know what they want a great deal better than their neighbours. The cheque, therefore, is far more likely to gratify the young couple as a substantial and valuable staff at the gates of a new existence than half a hundred tawdry if glittering articles, which will be presently consigned to secret places as nothing more or less than encumbrances. The general opinion of those who attended the wedding which led to these remarks was emphatically in favour of the new idea; and it might be suggested to those who think of giving presents on similar occasions in future that they should give some consideration. If it be more blessed to give than to receive then the giver will be thrice blessed who looks to the future of the recipient rather than to the ornate display at the reception ceremony.

OFFICIAL SALARIES.

(4th September.)

Those who have any conception of the trials which must afflict the lesser paid servants under the Government will welcome the minor concession which has been granted by the Government of Ceylon to the members of the clerical staff in that Colony. It may be remembered that a few weeks ago we published some bitter comments by the *Ceylon Independent* on the methods pursued by the senior service in considering a scheme to increase the salaries of the chief and under officials of the Government. The clerical staff—distinguishing that body from the Civil Service, and heads of departments—sent in a petition praying the Government to grant an increase of salaries to them, and submitted several cogent reasons why the increase should be given. Some suspicion was aroused when the official element in the Legislative Council seemed to assent to the scheme, but it was only after the matter had been considered in private and a report framed that the real significance of that acquiescence was realised. The officials proposed that the salaries not merely of the clerical staff but also those of the Civil Servants should be increased *pro rata*, but while the poorly-paid clerks should be granted as from the beginning of 1906 the well-to-do Civil Servants should have the increase in their salaries ante-dated to January, 1905. It was a great idea, but we learn from the *Independent* that "this monstrously unjust proposal which was directed against Ceylonese has been thwarted and both the class, especially favoured by Government and those hard-working men who are at the opposite pole to them will get their increase from the same date." Another unworthy move on the part of Government has also been checkmated. While it was proposed that those who received the highest increase were to be paid arrears of enhanced salary from 1905, the intermediate class, also, which is almost entirely composed of Ceylonese, were to be content with enhanced salaries from the beginning of 1906 only. The unofficial members of the Legislative Council stood against this and the Secretary of State will be asked to allow the enhanced salaries of all public servants to commence from the same date. It is difficult to understand how the chief officials could claim privileges under a petition—which did not emanate from them—except by some clever engineering on the part of the chiefs of departments. But if that device to profit under the appeal of the clerical staff were recognised, it has not been found possible to prevent the Civil Servants from profiting in the general rearrangement of salaries. Not only so, but the higher officials will secure benefits which would possibly amaze the lower staff were they deemed worthy of enjoying them. At first sight it would seem that the real beneficiaries are the clerical staff, because they are to get an increase of 16 per cent. on their salaries. The intermediates are to receive 15 per cent., and the Civil Servants a miserable 13 per cent. But how does that work out? A little consideration will show that 13 per cent. added to the salaries of the appointments in the Civil Service becomes a princely increase, while the 15 to 16 per cent. added to the salaries of the multitude of appointments in the clerical service becomes a beggarly dole. For example, a salary of \$10,000 a year, with the addition 13 per cent. becomes \$11,300, and a salary of \$1,000 a year with the addition of 15 per cent. becomes \$1,150; that is to say to one is given an increase of \$1,300 and to the others \$250 and \$260 only! In spite, therefore, of all calculations about percentages, it still remains true that the upper service has swallowed up the largest portion of the sum set apart for increase of salaries, while the clerical service has had to be satisfied with only the crumbs which remain over from their masters' table. In this connection our contemporary in Ceylon indulges in some reflections which may also be applied to Hongkong. It says: "The system on which Crown Colonies are governed lends itself more or less to the perpetuation of an evil which is common to all such Colonies. The Governor who is appointed to administer the Government for quinquennial periods is more or less at the mercy of his official advisers, those he finds on the spot on his arrival, and who have in most cases grown grey in the service of the Colony. That the new Governor should place reliance on these officials, who are heads of departments, is but natural, but a

discreet administrator would receive all such advice with caution. He should remember that these men have been for a long period in an official groove, and that their opinions are too often coloured by bias and prejudice, and where their own interests are considered they have come to believe that the Colony was made for them." It should be added that the principal officials have the ear of the Government while the subordinates are practically voiceless. It is not suggested that the chief officials should not receive any advantages, but that they should benefit at a rate out of all proportion to those who are the workers and whose lives are spent in the Colony is decidedly unfair. The example of Ceylon should not be lost on Hongkong when any scheme of a similar character comes, as it certainly will come, before the members of the Legislature in this Colony.

A HINT FOR HONGKONG.

There is always a fly in the amber and, after the enthusiastic notices which appeared in the newspapers of Singapore regarding the overwhelming success which attended the recent agricultural show held there the other day, it is rather disconcerting to learn from the weekly critics that in many respects the show was mismanaged. It is somewhat difficult at this distance to comprehend the exact grievances which the cavillers would hurl at the heads of those in charge of the arrangements, but it is apparent they are something enormous. Whether the show was held on a Sunday when the committee should have remembered the fourth commandment, or whether the show was closed on a Sunday in spite of the people's clamour we cannot say; but this much would seem to be clear—the natives did not understand the entire plan and began to clear away their stock and exhibits before the show was over. The committee, it is averred, was far too large to be workable; everybody left the management of affairs to everybody else with the result that nobody did anything. As the natives were not informed at what hour the show would open the stands were half empty when the Government of the Straits Settlements arrived on the scene. But these are the revivings of the weekly press which, no doubt, obtain a measure of support on the off-chance that they will say something against one's dearest friend which will make that friend wince with annoyance. The daily papers on the other hand were unanimous regarding the success of the show, and His Excellency Sir John Anderson spoke in no half-hearted way of its general appearance and importance. Some of the features were decidedly popular. One firm which deals in a special cream dispensed 20,000 free glasses of the liquid to the thirsty crowd, which speaks volumes for the moderation and temperance of the Straits people. Another firm which had a stall seems to have presented the devotees of Bacchus with glasses of whisky gratis! That sounds somewhat raffish, but the statement is supported by the allegation that some of those introduced to the creature delights of the south carried off their free whisky to mix it with their free glasses of milk. Whether it was a case of one man one drink, whether cumulative drinks were allowed, whether the pluralists enjoyed an innings, whether people resorted to disguises and were detected by an extension of the Berillon system are matters "wrought in mystery." There was also a sort of free lunch counter where people feasted on loaves and fishes of the most approved type. It must have been a glorious time in the Southern Settlement. Only the description of all these "free, gratis and for nothing" delicacies is like the story of mismanagement, and the useless committee, to be taken, we fear, *cum grano*. Still, if there be but a semblance of truth in the tale, the sooner Hongkong holds an agricultural exposition the better it will be for the "gayety of nations." After what we have heard about the fat pigs, beefy bullocks, and shapely sheep which visit the abattoir, and the beauties of the vegetable lands at Wong-nai-cheong where grow the salad products which can always be rendered innocuous by being boiled for a few hours or cleaned of all impurities by being steeped in water along with a bar of copper-plate, to say nothing of the window gardens which flourish amazingly in back alleys, there is no reason why Hongkong should not emulate Singapore. But care must be taken that the providers of free gifts are also induced to attend, otherwise the show might lose much of its savour.

DUKE TSAI ON CHINESE DRESS.

Evidence is not wanting that the High Commissioners, who were sent abroad by the Chinese Government to inquire into the political methods of government and the constitutions in force in America and various countries in Europe, have sufficient courage to place their opinions and convictions clearly before the Throne. Already their Majesties have, according to our special telegram from Shanghai last evening, consented to grant a constitution to China, in 1910 and parliamentary representation—whatever that may imply—"in a few years." But the Commissioners have not merely submitted their views on political affairs to the Throne; Duke Tsai Teoh, who may be styled the leader of the Commissioners, has apparently gone into the question of dress and appearances as factors in commercial life. In the course of his visit to Europe Duke Tsai was bound to recognise that a Chinaman who, being unassociated with Imperial service, retained his long robes and

queue, was handicapped to such an extent in his ordinary transactions with "foreigners" that he might as well have remained at home. A Chinaman who appeared in the streets of London in his national dress, with queue tasselled and ornamental slippers would be the joy of all the urchins in the neighbourhood. He would be jeered at and mocked, much in the same fashion as in the old days a man condemned to stand in the pillory became the joyful mark of derision. In the provinces the Chinaman would have to shun the haunts of men. The consequence is that when a Chinaman goes abroad he usually discards his flowing garments, rich and fashionable though they may appear in China, dresses his hair in European fashion, and generally adopts western ideas of what is fit and proper for a man of position to wear. It is possible that in some of the colleges of America there is a Chinese student here and there who clings to his queue, just as there are ridiculous Europeans who, on coming to the Far East, stick with might and main to the broad-cloth and high collars to which they allege, rightly or wrongly, they were accustomed to wear at home, but he must be a choice specimen of his race. The majority recognise the fatuity of attracting the exasperating attentions of the ribald by uncouth or unusual attire, and follow the sound old principle of doing in Rome as the Romans do. The result is that the Chinese treaty ports and the Straits in particular are full of Chinese professional men who are scarcely to be distinguished from the best class of Europeans, except perhaps by some racial peculiarities of feature. In China, however, the queue is a symbol—the symbol that the people as a whole are subservient to the ruling race. Fanatics on the subject of discarding the queue speak of its degrading origin, its sign of servitude, its debasing influence and all the rest of it, but we all carry about us, unless we are sons of Irish kings or lords of the Isles, evidences of our lowly origin, so we may cut out that part of the argument. But we know how conservative the Chinese Throne has been in the past, when it would have been considered rank heresy and sheer schismatism barely to hint at the abolition of the queue. Times have changed, however, when we find Duke Tsai boldly telling the Dowager-Empress, and the Emperor that if the Chinese are to succeed there must be a change of costume and an order abolishing the queue. Duke Tsai said that, and more, "for," declared the Duke to their Majesties in a recent private audience, "hampered as we are in our present style of dress, and with our queues, these things militate against an energetic life, and we will, therefore, never have the enterprise to keep our country on a par with Western countries so long as we keep to our present clothes and hair." At this rate, those who come after us from Europe, the next generation in fact, will be turning up dictionaries and hunting through museums to discover the meaning of the word "queue" and the use of that article in the past. At present, the only real use of the queue seems to be its usefulness as a handle whereby a six-foot Pathan may drag a two-foot Chinese arab to Court, giving it a twist every now and again just in the same way as a cowherd twists a bullock's tail when it shows signs of laziness.

INGENUOUS TAOTAI WEN.

(5th September.)

As the confidential adviser and agent of the Viceroy at Canton, Taotai Wen is well qualified to speak on the varied projects which have lately been launched and are being vigorously pressed forward by the energetic Viceroy Shum. He is in a position to describe the motives which have induced the Government of the two Kwang to support in every possible way the construction of the so-called Canton-Amoy line, but he has also to consider whether it is either wise or desirable that the outside world should understand those motives. Taotai Wen, whose astuteness and ability are a credit to the Hongkong college where he gained his education, would be the first to recognise the folly of bringing the Hongkong commercial rivals of Canton and Whampoa into the confidence of the Viceroy's yamen. In the course of an interview, which appears in another column, the Taotai ridicules the idea that Whampoa could ever seriously hope to compete with Hongkong as a shipping port, forgetting, or rather pretending to forget, that more wonderful things have happened in the world. In fact, he would have us believe that it was simply by the force of circumstances that the line to Amoy was designed to touch at Whampoa, and he has advanced several reasons which should calm the impulsiveness of those who would credit the Government of South China with sinister aims on Hongkong's commercial prosperity. For example, he desires it to be noted that the Canton-Amoy line is entirely a private enterprise; the Government has nothing to do with it whatever. Indeed, if we accept the bare statement of the ingenuous Taotai, the Viceroy knew nothing about the scheme until the Shanghsu sent him an order instructing him to render the concessionaire of the railway every assistance in securing the lands required for the line, to bid those people who might be disposed to object to the arbitrary acquisition of their property understand that no trifling with the Imperial mandate would be permitted, and to grant every protection and support to the fortunate promoter of the line. Incidentally, Taotai Wen mentions that the concessionaire of the proposed railway is a high Government official—Chang Chea-hsun, Minister of Commerce, Mining and Agriculture, with a host of other

Imperial appointments to fortify his claims to a reward. Would the proposal to build a Canton-Amoy line have been quite so readily conceded to or received with so many marks of official favour had the promoter been any other than Minister Chang? Even had the applicant for the concession represented a company consisting solely of Chinese subjects would the wheels of official machinery been so easily turned? Minister Chang is a rich man, it is true, but even rich men find it expensive to undertake the construction of a railway without exterior assistance. We will not accuse Taotai Wen of *suppositio veri* when he declares that the Government of Canton has no interest in the new project, for he explicitly states that the Government will benefit to the extent of 30 per cent. of the railway's profits. But is that to be the total extent of its profits? Again, the Taotai is quite convinced that Whampoa has not the faintest shadow of a future because the water is too shallow—as shallow as the argument. The idea of dredging the mud-flats never occurred to the Chinese official mind. Even the reclamation of certain portions of the foreshore, if necessary, was ignored. Finally, the railway will pass at some distance from the immediate wharf centre, as if that were any obstacle. It is quite true that there is no need to be alarmed about the present commercial progress of Hongkong, but the fact cannot be concealed that the development of Whampoa holds a menace for the future of the port. We would suggest that the construction of the line from Canton to Amoy via Whampoa is part of a deliberate and apparently admirably-conceived plan to wrest from Hongkong her trade supremacy, and not merely Hongkong, but to give to South China the advantages now held by Great Britain. The Viceroy and those who work with him are none the less to be admired because they should endeavour to advance the interests of their own country. It is a most laudable and patriotic thing, but that is no reason why the victors of the past should retain the privileges for which they have fought and won legitimately. And it is for that reason we direct attention to one detail in many, all of which are directed towards the same end. Taotai Wen is not likely to show his hand or the hand of his Government at this juncture. The mills of China grind slowly but they grind exceedingly well, and China can wait, always keeping the same object in view. What prospect has a line from Canton to Amoy of making anything like a reasonable profit? Unless Whampoa is relied upon as a lucrative trade centre? There is a coolie trade and some odds and ends of cargo, but these could be dealt with far more cheaply by water than by land. The intervening country is no doubt fertile, but where its products cannot be sent by water to Canton or Hongkong they will be provided for by the Kowloon-Canton railway. The idea that it is not the intention of the Canton authorities to cultivate Whampoa until it becomes a port worthy to rank as the radiating centre of South China's exports and imports—with the consequent arrestment of Hongkong's prosperity—has yet to be dissipated.

HONGKONG'S "EXCELLENT" WATER.

Yesterday we beheld the somewhat bewildering sight of a Government official actually deigning to offer an explanation to the public. No less a person than the Government analyst thought it due to the ratepayers that they should know the reasons for a report which he submitted a fortnight ago. It may be recalled, and certainly the people in Stanley Street are hardly likely to forget the fact, that by a strange coincidence the analyst and the bacteriologist both took samples of water from a well which is largely used by a section of the population of Hongkong. The analyst quite naturally said that the water was potable—that is to say, it could be used for domestic purposes, for drinking, etc., without the addition of stimulants or germ-destroyers. The bacteriologist who, it is to be feared, has a bent for discovering the bacilli of typhoid, cholera, and such like infantile complaints, discovered that the water was absolutely swarming with bacilli in the liveliest state of existence. They could not be held in control, so exuberant was the condition of their health. He reported that the water was not fit for human consumption. The analyst accordingly thought it right and proper to show that while the bacteriologist was not wrong in his investigation he certainly was not right. And no doubt, many people have come to the conclusion that the bacteriologist is altogether to be blamed for interfering with the harmless amusements of the dwellers in Stanley Street. In fact, Mr. Lau Chu Pak minced: "I don't think the public should have cause for alarm because the experts disagree." Exactly; let the experts fight it out, the bacteriologist with phials of bacilli taken from the diseased well, and the analyst with jurns of pure water taken from the same undiluted source. In his explanation the analyst said: "It is unfortunate that two opposing reports on a well were recently submitted to the Board." By no means; it was distinctly most fortunate for thereby zest is added to life. It is understood that people in Stanley Street are at daggers drawn on the subject of the report, but it may comfort the analyst to learn that by far the most respectable section is on his side, while the others, the hollipoll so to speak, are violently in favour of the bacteriologist, in whom they see an ardent opponent to the use of plain water. Meanwhile, the owner of the well is making money while the row lasts, lading out

TAOTAI WEN'S VIEWS.

WHAMPOA VERSUS HONGKONG.

THE TAOTAI TALKS OF RAILWAY SCHEMES IN SOUTH CHINA.

Taotai Wen, as the mouthpiece of the Viceroy at Canton, is a man of ability and power. He is a diplomatic courier who has acquired the habit of turning up in unexpected places at unexpected times. There are no drums or banners or flaming garments when the Taotai is on the road; he covers his trail with the skill of a secret service agent. Yesterday he paid a flying visit to Hongkong, making "Thomas" Hotel his headquarters. He spent just twelve hours in the Colony, but his business occupied exactly an hour. The remainder of the time was spent in smoking cigarettes and generally discussing in trifles of apparently no importance with those few who are favoured with his intimacy. He was hidden to the world, until he was handed the card of a Hongkong Telegraph representative.

Where did you come from? How did you know I was in Hongkong? With that diffidence, which is the born attribute of all journalists, the Taotai scribbled a few lines on a scrap of paper, and then, with a doubtful-looking individual who seemed to act as a sort of unofficial guard—another guard, it should be stated, squatted outside the Taotai's door and looked on the pressman with distinct disfavour—came forward and, interpreting a glance, disappeared. The Taotai, smiling generally, as if relieved to find that his visitor was only a realist, made ready to offer the usual welcome.

A HONGKONG DIPLOMAT. Taotai Wen, to whom is attributed half the official misdeeds of Canton, is far from conforming to the ordinary idea of the beetle-browed conspirator. A middle-sized man, bearded, with a dragon's black mustache, and the large black eyes of innocent childhood, Taotai Wen might be mistaken—in a crowd—for one of his country's gentry with no thought of politics or intrigue. He is the modern Chinaman personified. Not the unending, stand-on-my-dignity-if-I-die-for-it type of Chinaman, not the Chinaman who you can see is laughing in your face, but the really, reserved Chinaman who knows how many beams make five. The moment he enters into conversation the pale light of child-like inquiry gives place to a sharpness of sight which is only toned down by a certain blandness. Remember, Wen is a Hongkong Chinaman. He does not belong to the straight-backed, old school variety of diplomat. He had his education in Hongkong; was educated at Queen's College, as he tells with the charm of a student speaking of his *Alma Mater*; was a member of Queen's College, and owes in great part his position to that institution.

"Oh, no, he had not come to Hongkong on any special business; at least," and he graciously raised his tumbler and waggled it at the interviewer.

THE PORT OF WHAMPOA. One of the first inquiries was with regard to the construction of the new railway line from Canton to Whampoa?

"Not to Whampoa," the Taotai interrupted, "but to Amoy. Certainly the line will touch at Whampoa, but that is merely a circumstance. Whampoa happened to be on the route."

"Not the direct route?"

"Well, the line to Amoy curves at Whampoa, but it is on the route surveyed."

"It has been suggested that it is intended to develop Whampoa at the expense of Hongkong."

"Yes, I was reading the *Hongkong Telegraph*," said Taotai Wen, "but there is no idea that any part of Hongkong's trade should be diverted to Whampoa. Why, we could never take away the shipping from Hongkong and bring it to Whampoa. Besides, the Canton-Amoy line is a private affair."

"But it has been under the consideration of the Board of Commerce; the Viceroy has issued proclamations regarding the lands which will have to be purchased; the British Chargé d'Affaires at Peking has protested against the construction of the railway—everything would seem to prove that it has Government sanction and is backed by the Viceroy."

A PRIVATE ENTERPRISE. "The Viceroy is not concerned with the line in any way," said the Taotai. "It is a private enterprise; the Government has nothing to do with it."

"Then it is a concession?"

"Exactly—a concession to Chang Chen-hsun, the Minister of Commerce, Mining and Agriculture for the two Kwang. Chang is a rich man who went to the Straits and returned to China. He was a director of the Hankow-Canton railway when it started. He is building the railway on his own initiative; the Government is doing nothing in the matter, beyond granting the necessary privileges for the construction of the line."

NEVER AGAIN. "But it is possible that as the result of having railway communication with Canton, the port of Whampoa may regain its old status?"

"I don't think so. That is not contemplated. Ships of any size could not be berthed at Whampoa—the water is too shallow."

"It could be dredged."

"The Taotai made a gesture. "The railway passes at a considerable distance from the river. As you say, wharves might be erected and brought into connection with the railway, but how could Whampoa hope to compete with Hongkong? Besides Whampoa is not a free port. Hongkong is too firmly established as a port. There is considerable trade between Canton and Amoy, and that is the trade which it is hoped to cultivate."

"So that all these rumours about Whampoa becoming in time the rival of Hongkong are without foundation?"

"Absolutely." The Taotai was very emphatic—perhaps a trifle too emphatic, but that depends upon the point of view. "The profits? Why, they go to Chang, who will pay a royalty of 30 per cent. to the Government, just as all the railways do. It is a mere incident that Whampoa is on the route to Amoy."

KOWLOON-CANTON RAILWAY. "As to the Kowloon-Canton railway, has anything been done or is anything being done to start operations from the Canton end?"

"Negotiations are proceeding between the Waiwups and Mr. Blair of the British Chinese Corporation. When these are completed then we will start operations—that will be in a short time, I believe."

"What do you consider to be a short time?"

"About a month. Yes, I should say a month will see the work begun. Have you started boring through the tunnel yet?"

The interviewer said he understood that the engineers were only awaiting the arrival of the drills from England. Taotai Wen seemed only mildly interested in the Kowloon-Canton railway.

CANTON-HANKOW RAILWAY. "With regard to the Yeh-han railway—"

"You know that work is going ahead with the line to Hankow. Kwong Shun Man is on

his way from Tientsin to act as chief engineer. Kwang is the No. 2 engineer in railway work in China. We had hoped to get Ching Ching, the No. 1 man, who built the railway from Peking to Kalgan, but as we could not get him, we were very glad to get Kwong, who has had great experience. He has been connected with most of the railways built in the north, the Peking-Tientsin line, for example. He is a very good man, indeed, and I am confident that he will prove an extremely competent and efficient official."

Is he a northern Chinaman? "Oh, no. Like Ching, the No. 1, he is a Cantonese. He Cantonese all seem to go in for engineering, mining and technical work generally. Ching and Kwong were both sent to America to study engineering. They did not graduate, but they learned all that was to be learned of railway engineering."

Taotai Wen was not to be drawn on the question of the employment of a Belgian engineer.

OTHER SCHEMES. "You have several improvement schemes in progress in Canton—the bunding scheme, for instance—"

"That is completed."

"And the removal of the barriers?"

"That has been done to the satisfaction of the Commissioner of Customs."

"The waterworks—"

"That scheme has been started. It is proposed to supply Canton with an adequate supply of water whenever we can decide upon the best source from which to obtain the water."

"Is that a private enterprise?"

"In a way it is, but the Government has taken 600,000 taels worth of shares, out of the capital of 1,200,000 taels."

"Do you expect to supply the whole of Canton with water for that sum?"

"If more money is wanted then more money will be found, you may be sure of that. We expect that the scheme will be completed in about three years."

"Three years! You will supply all Canton with fresh water in three years?"

"Oh, certainly," said the Taotai, with sublime satisfaction.

VICEROY SHUN. "There are rumours that the Viceroy is to be appointed to another vicereignty?"

"Have you seen the edict issued to-day? Perhaps you know that during his absence in Europe, Tuan-Fang, the High Commissioner, was appointed Viceroy of the Minchi Provinces, but he has never taken up that appointment. The edict issued to-day says that Tuan-Fang is appointed Viceroy at Nanking. Chou-fu goes to Minchi. That shows there will be no changes in the south for some time to come. You can always tell how things will go by watching the movements in the north. These appointments show that the Viceroy of the two Kwang provinces will remain at Canton; all the stories about his going to this or that province are baseless. They are fabricated by some of the newspapers which don't know what they are talking about. I give you the facts."

Taotai Wen left Hongkong by one of last night's boats for Canton.

HORSES FOR SHANGHAI.

IS THE MARKET OVERCROWDED?

Thirty-two Australian horses, from Messrs. Denham Bros., Rockhampton, Queensland, were landed in the Colony yesterday afternoon from the China Navigation steamer *Changshun*. The horses are a fine lot of animals, although they are a bit frisky, but this can easily be explained when one considers the length of time the animals had been cooped up on board ship and the rough passage they had had during the last few days of the trip. In fact, the heavy sea was continually washing over the vessel from the time she left Manila. The animals, on landing, were removed to Kennedy's Horse Repository where they will remain until shipped on the steamer *Tientsin*, which takes them to Shanghai, to be put up for sale by public auction.

It was only a few days ago that twenty-four walters left this Colony for the Northern port to be sold. In former days the Australian horse dealer made a "good thing" on the China market, but recently so many Australian firms have taken up the cue to ship horses to China—and nearly every Australian vessel brings fresh horses for auction—that one wonders whether some of the firms manage to cover the expenses of freight and insurance, much less the price of the horses. Considering the number of Australian horses that have passed through this Colony, and are still passing through, all bound for Shanghai, and the rumour which was current recently to the effect that a great number of Russian horses are shortly to be auctioned at Shanghai, and that the market would be flooded, it is not too much to hope that Denham Bros. will come out good after the sale.

CATS AT WAR.

LIVELY TIMES AT EAST POINT.

Residents in the vicinity of Morrison Hill Road were aroused late on Tuesday night by the noise created by a host of cats in the neighbourhood engaging in a regular battle of Armageddon. What the trouble was about no one could tell, but from the noise created one would have thought that all the cats in Hongkong were at war. The people in the neighbourhood did all they could to keep out the noise. Doors and windows were slammed, and what with their howling and the banging outside, the banging of doors, and the language of the street, things really hummed. But the cats would not stop. They scratched and clawed each other and dived about the backyards in a manner suggestive of a wild-west brawl which nearly drove one frantic. Then men were adopted to drive away the infuriated animals. Boots and shoes, bits of wood, and empty (whisky) bottles were hurled at the fighting mob, which increased the noise, for as one missile got home there would be a groan and the fight would be faster. Now and again the sound of broken glass was heard which meant that one of the "shooters" had missed the target and had struck the window of a neighbour instead. The fight lasted for over half an hour, and it would have continued for long, according to a resident in the neighbourhood, had not a pistol shot rang out, followed by "I've got him," and the tables cleared, leaving one on the battlefield. Then peace reigned, and in the words of the poet, the residents sought "tired nature's sweet restorer, balmy sleep."

THE GUNNY BAG CASE.

THE JUDGMENT.

In Original Jurisdiction, at the Supreme Court, His Honour Sir Francis Pigott, Chief Justice, after hearing counsel for both sides delivered judgment in the case in which the Shun Wo sued the Tak Shing Loo firm, and Chung Tak, managing partner thereof, for damages amounting to \$7,155.30, for breach of contract for sale of a certain class of gunny bags.

His Honour said that as the defendant's first witness had told a straight story, and was not shaken in cross-examination, the case for the plaintiff's not being strong enough, he would not call upon the defendants for any evidence. Mr. Calthrop, however, submitted that further evidence for the defence should be called, to give him an opportunity of cross-examining them, for he held that the only witness so far heard had been shaken over the matter of complaints about his goods. He stated in examination-in-chief that he had been in business for 20 years and never had a complaint, but in cross-examination he had admitted several complaints, some as recently as in the last two years. There was a serious matter as the defendants had defrauded the plaintiffs. His Honour differed from Mr. Calthrop, to whom, however, he paid a high tribute for the manner in which he had worked up and fought the case, and made it hard for defendants to prove their side of it. There was no condition in the contract for examination before delivery of the goods, but that did not bar the plaintiff's claim. It was proved that the defendants sold him goods of a quality inferior to that contracted for, but in this case he did not believe a word of the plaintiff's statement about the goods especially about the chipping of them, by a boatman. The plaintiff deliberately ignored the custom of the trade, which was to prevent fraud; and if he takes delivery of goods at one port and forward them to another, and the recipients say they are not according to contract, he must produce the most positive proof of the identity of the goods, and it was there, said His Honour, that he seemed to have failed entirely, for he had not established the identity. With the exception of one or two, the packages were blue when they left Hongkong, the exceptions being red, but continued his Honour, "when they arrived in Newchwang they had assumed all the colours of the rainbow." Blue was the contract mark, and there was no blue of the proper shade among them. Mr. Stide had moved that the plaintiffs be non-suited, but his Honour had thought it better to let the defendant, and see if he was shaken in his evidence, but, as it happened, his story was an honest and straightforward one. After further remarks upon the evidence, his Honour said the case failed, because, leaving aside any question of perjury, the plaintiffs entirely failed to prove the identity of the goods returned from Newchwang with those forwarded to there, and there must be judgment for the defendants with costs.

CLAIM FOR GOODS SOLD.

In summary Jurisdiction this morning, His Honour Mr. A. G. Wise, Puisne Judge, presiding, Mr. Ng Sze Kong and Ng Yui Hui, partners in the silk firm of Kwong Wo, of Canton, sued the Tai Wo firm of Hongkong, for the recovery of the sum of \$1,000, due for goods sold and delivered by plaintiffs to defendants. Mr. C. F. Dixon, of Mr. John Hastings' office, appeared for the plaintiffs, Mr. R. Gardiner, of Mr. O. D. Thomson's office, appeared for the defendants.

Mr. Dixon said the Kwong Wo firm were wholesale silk dealers in Canton, while the defendants were the merchants in Hongkong. The plaintiffs claimed the sum of \$1,000, which was the balance of an account due for goods sold and delivered to defendants. The actual amount of the balance due was \$1,028.98, but the \$28.98 had been waived in order to bring the claim within the jurisdiction of the Summary Court. The defendants sent their managing partner to Canton to order these goods, because that was their custom, and goods had been previously ordered in Canton in the same way. He arranged in Hongkong that the goods were arranged in Canton at the time when the goods were ordered. In evidence of the witness would also say that he wrote down the list of the goods ordered, together with the prices arranged to be charged therefor, "in his rough order-book." The goods were subsequently sent to the defendant firm, together with a letter and a bill of lading, and an account setting forth the goods forwarded and the prices thereof as arranged, at the time of ordering the goods. At that time an exception was taken to the goods or to the prices, but later on the defendants raised the question that the prices were not the prices arranged. Plaintiffs then wrote to defendants, inviting them to send a representative to Canton, for the purpose of examining their books. A man was sent, and he must have satisfied the defendants as a result of his examination of the books, for no further objection was made to the account for a long time. Plaintiffs came to Canton, and the goods were taken to the account ordered, and in the sixth month of last year Ng Sze Kong came to Hongkong to compare his book with the defendants, in order to see whether the account agreed. Upon that examination he found the book he saw exactly agreed with the one in which the order was entered, and which would be produced before the Court. The defence, he understood, would be that plaintiffs had not credited them with certain sums paid on account. This was not the case, as the plaintiffs had produced documents in Mr. Thomson's office, and his client was of opinion that some of them were not genuine, the chops thereon not being the chops of his firm.

Ng Sze Kong, managing partner of the plaintiff firm, was called and gave evidence in corroboration of the opening statement, and said that he received a letter from the defendants complaining that the price was too high. He had lost that letter, but he sent a reply in which he stated that he could not refund money, as the goods had been received from defendants, were entered in it. No money was received which was not entered in that book. The chops of the firm were produced in Court, and did not apparently correspond with those alleged to be the plaintiffs and put on the documents. The documents were therefore, it was held, forged. Plaintiff never at any time told defendants to arrange their own prices, the prices were arranged altogether at the time of the purchase.

Mr. Gardiner, for the defence, said that his case was that nothing at all was due, as payments had been made without the defendant being given credit for same, and proceeded to cross-examine witness. After a somewhat lengthy examination of the book as to the various prices at which plaintiff sold this class of goods, which the witness explained by saying that they were of different qualities, and were therefore differently priced, witness said it was true, that after a time defendants complained that they did not sell the goods as they were not of proper quality, and witness told

them they could send them back, if they were not of the quality ordered. Defendants said they would send no pieces, but they only sent 19, as they sold one piece in the meantime. All the other goods they had received the defendants had sold.

Mr. Gardiner: Is it not usual to have a settlement of accounts on the eve of the Chinese New Year?

Witness: Yes, when it is possible.

Mr. Gardiner: Then why did you not have a settlement?

Witness: I pressed for a settlement, but they said they had not the money and asked for time.

Mr. Gardiner: Did you give them time?

Witness: Yes, but still they did not pay.

Mr. Gardiner: Then why did you not sue them before?

Witness: Because they pressed me to give them more time.

Mr. Gardiner: And did you?—Yes.

Mr. Gardiner: Then why are you suing them now?

Witness: Because we can't get our money otherwise.

Mr. Gardiner: Did you receive and give a receipt for \$32 taels?—No.

Mr. Gardiner: But here is a receipt, with a certified translation.

His Honour: Yes, I've seen it.

Mr. Gardiner: You did not sign this receipt?

Witness: No.

Further cross-examination, witness said, he gave credit for the 19 pieces of gauze returned but he had gone credit for the Customs duties paid by the defendants on the goods, because they had purchased them and afterwards returned them because they could not sell them.

Evidence was then called on behalf of the plaintiffs to prove that the prices charged, and the market prices ruling on the date of the purchase of the goods in question. That closed the case for the plaintiffs.

Mr. Gardiner said his case was that the agreement for purchase of the goods was made in Canton, but the plaintiffs did not have them in stock then, and agreed to send them to Hongkong in a day or two. Goods were sent down, but they were not according to the quality required. No price was agreed upon as they could not show the goods. When the latter arrived in Hongkong they were not of the same quality as ordered, and defendants wrote and told the plaintiffs so, and offered them an amount for them which they thought reasonable, otherwise they would return them. The plaintiffs sent their managing partner down to Hongkong to arrange the matter and settle a price, rather than have the goods returned on their hands. That was done, and payments were made on account until there was a small balance due, and on the eve of New Year's Day the same man came from Canton to effect a final settlement of the account. Certain charges were considered and finally the defendants handed the plaintiffs a representative \$500 in full settlement of the account.

After hearing the evidence for the defence, his Honour said that the plaintiffs were evidently on their last legs, and brought this suit in the hope of securing some money to back up their business. Moreover, they kept their books in a very irregular manner, and all considered, they must be non-suited, with costs in favour of the defendants.

THE ROYAL HONGKONG GOLF CLUB.

SEPTEMBER MEETING.

The following cards were returned: 5th inst. Captain's Cup—(23 entries). Mr. F. Barry, R.A., 80; Mr. C. P. Chater, 97—13—84.

May Cup—(5 entries). Mr. G. E. Edwards, 102—18—84; Mr. R. D. Harvey, 122—23—97. Pool—(28 entries). Mr. E. D. Sawdy, R.A., 92—18—74; Mr. F. R. Barry, R.A., 78—84; Mr. A. S. Forrest, 75—4—79; Mr. R. H. Croese, R.A., 92—10—80.

The next competition will be held at Happy Valley from 8th to 10th September, for the Robertson Farewell Cup.

THE PHILIPPINE PESO.

REASONS FOR RE-COINAGE.

The following is the endorsement in full of Treasurer Branagan, referred to by Governor General, in his letter to the Committee of Philippine Interests, reproduced in the *Telegraph* of Sept. 1, regarding the proposed re-coinage of the standard gold and silver coins of the country and its value kept constant at that proportion by regulating artificially its supply. As, for example, the United States silver dollar still continues to represent the exact value of a gold dollar though the value of its silver content is only about half the value of a gold dollar. Its value is kept constant by limiting the supply of them and being willing at all times to exchange a gold dollar for a silver dollar.

One of the first serious problems that presented itself to the Philippine Commission was the establishment of a new currency system for the Islands which should embody the essential element of a stable standard of value. The industries of the Islands like those of all other silver standard countries were prostrated from the effects of a fluctuating standard of value. It was evident that gold could form no part of our currency, owing to the facility with which gold is absorbed by the Asiatics. Some what of a departure must therefore be made from the ordinary gold standard as in use in other countries. To meet the new conditions a theoretical gold peso was devised to contain so many grains of fine gold equivalent to one half the value of the United States gold dollar and the Islands supplied with a sufficient quantity of standard silver pesos with which to transact all its business. By regulating the supply of these pesos the value was to be kept constant at the value of the theoretical gold peso.

The introduction of such a system into the Islands was sure to cause considerable hardship, in the same way that a necessary surgical operation may cause pain to the patient. That the introduction of the new system resulted in a loss of 25 per cent. of the "public wealth" (by which term is probably meant the circulating medium) is manifestly absurd for two reasons: First, the process of redemption has up to date entailed an actual loss upon the Treasury, rather than showing a gain of 80 per cent. of the above estimated loss as stated in the discussion under consideration. Second, the larger part of the local currency was withdrawn from circulation at a time when prices had largely adjusted themselves to the new currency and while the difference in value between the new and the old peso was only from 10-13 centavos. The local currency had for years circulated at its bullion value and there was nothing unjust in the Government buying it in at a rate fixed on the bullion value of the silver contained.

The only hardship worked on the people was during the short period when the high prices due to the cheap Mexican pesos were maintained while people had only a more valuable peso with which to purchase goods. It was not long, however, after the enforced use of the new currency before competition lowered the prices of goods to suit the newer and more valuable peso.

In determining just how much silver should be put into the new peso two important considerations presented themselves. First, the size and denomination of the new peso should be similar to those formerly in use. Second, the amount of silver contained should be sufficiently less than its face value at all times so there would be no object in exporting it in payment of foreign debts as was the case with the Mexican peso, otherwise there would be no way of controlling the supply, and through the supply, the value.

The new peso is designed for use solely within the Philippines and the settlement of foreign debts provided for otherwise.

At the time the weight and fineness of the peso were determined upon silver had reached the lowest known price and the indications seemed to point to a continued low price for some years owing to the large number of producing silver mines lying idle which were

nominal value, and "the king cannot reduce the weight or fineness of the currency without the consent of the people."

There were ample grounds then for the formulation of the latter principle for the king only resorted to a reduction in fineness or weight when the people refused to lend sufficient support in the form of taxes with which he could carry out his arbitrary purpose. Such a reduction in weight and fineness was a "veritable falsification" for the stamp on the coin then simply certified the weight and fineness of the coin, and to force a coin upon the people with a lesser weight and fineness acted as a tax upon them without their consent.

Down to about 1870 the value of silver was fairly constant. At that time the silver in the United States dollar was worth \$1.027 and its coinage was discontinued. In 1870 to 1871 there were discovered in the United States the most remarkable deposits of silver known in the history of the world. At the same time new methods of extracting silver from combination ores were also discovered and the result of these two factors was that the value of the silver in the United States dollar fell in three years from \$1.027 to \$.89 and within 13 years to \$.73. The general trend of the price of silver was downward until 1902, when it reached the lowest known price, about 22 1/4 d. per ounce.

It was obviously impossible to continue the free use of silver as a standard of value for the essential feature of a standard is its invariability. A yard stick of varying length is no more acceptable than a peso of varying value. So long as silver was freely used as a standard by which to measure the value of commodities, so long would changes in the price of silver manifest themselves in changes in the price of commodities. Many nations continued the use of silver in spite of the paralyzing effect it had upon their business interests. The great commercial nations of the world, however, almost immediately abandoned the free use of silver. England, foreseeing the trouble, abandoned its use as a standard coin about 1813, though she continued its use side by side with gold which was made the sole legal tender in quantities. In 1873 Germany established a national gold coinage, and the United States relegated the silver peso to a position as subsidiary currency. In 1876 France was forced to adopt the same policy and since, Austria, Japan, and India have also gone upon a single standard or gold basis as it is called.

The necessity of abandoning silver as a standard coin together with the necessity of its continued use to supply a sufficient quantity of currency brought into prominence a neglected principle of monetary science which had been shadowed in the writings of Ricardo, the celebrated English economist. So long as nature has been left to set the limit on the amount of the precious metals, the limit thus set worked fairly well, little thought was given to the question of the relation between the supply of the metals and the value of the currency coined therefrom. It was then seen very clearly that many of the economic disturbances in the past were in part due to the sudden changes in the supply of the precious metals whereas they had been attributed to other forces.

In the light of this new principle, that the value of money is not other than its purchasing power by its supply, it was then proposed to make gold the sole standard of value, for the price of gold had remained constant, despite the considerably increased production of that metal. At the same time in order to supply a sufficient quantity of money with which to meet the needs of business, silver coins of the same size and denominations as formerly were used. The value of these coins was fixed, not on the basis of their silver content, but as a definite proportion of the standard gold coin of the country and its value kept constant at that proportion by regulating artificially its supply. As, for example, the United States silver dollar still continues to represent the exact value of a gold dollar though the value of its silver content is only about half the value of a gold dollar. Its value is kept constant by limiting the supply of them and being willing at all times to exchange a gold dollar for a silver dollar.

One of the first serious problems that presented itself to the Philippine Commission was the establishment of a new currency system for the Islands which should embody the essential element of a stable standard of value. The industries of the Islands like those of all other silver standard countries were prostrated from the effects of a fluctuating standard of value. It was evident that gold could form no part of our currency, owing to the facility with which gold is absorbed by the Asiatics. Some what of a departure must therefore be made from the ordinary gold standard as in use in other countries. To meet the new conditions a theoretical gold peso was devised to contain so many grains of fine gold equivalent to one half the value of the United States gold dollar and the Islands supplied with a sufficient quantity of standard silver pesos with which to transact all its business. By regulating the supply of these pesos the value was to be kept constant at the value of the theoretical gold peso.

The introduction of such a system into the Islands was sure to cause considerable hardship, in the same way that a necessary surgical operation may cause pain to the patient. That the introduction of the new system resulted in a loss of 25 per cent. of the "public wealth" (by which term is probably meant the circulating medium) is manifestly absurd for two reasons: First, the process of redemption has up to date entailed an actual loss upon the Treasury, rather than showing a gain of 80 per cent. of the above estimated loss as stated in the discussion under consideration. Second, the larger part of the local currency was withdrawn from circulation at a time when prices had largely adjusted themselves to the new currency and while the difference in value between the new and the old peso was only from 10-13 centavos. The local currency had for years circulated at its bullion value and there was nothing unjust in the Government buying it in at a rate fixed on the bullion value of the silver contained.

The only hardship worked on the people was during the short period when the high prices due to the cheap Mexican pesos were maintained while people had only a more valuable peso with which to purchase goods. It was not long, however, after the enforced use of the new currency before competition lowered the prices of goods to suit the newer and more valuable peso.

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ready to resume operations upon a slight increase in the price of silver. It was therefore the general opinion that a difference of about 25 centavos between the face and bullion values of the peso would be sufficiently great, in view of the probable range in the future price of silver, to keep the bullion value sufficiently under the face value to prevent exportation. Experience has shown, however, that the predictions as to the future course of silver were not fulfilled. Silver has almost constantly risen in value since then so that in the early part of this year the bullion value of our peso reached P.1.072. According to the most reliable information available at the present time it looks as though the price of silver would continue its upward course for several years to come.

Now at the late high price of silver \$1.384. per ounce, between 4 and 5 per cent. profit could have been made by shipping our pesos to Hongkong in settlement of foreign debts and had it not been for the law prohibiting the exportation of Philippine silver coin, many such shipments would have been made. If silver should continue to rise the point would soon be reached where the profit to be made would be sufficiently high to induce the smuggling of our currency out of the Islands, however rigidly the law might be enforced.

Again just in proportion as the bullion value of the peso is in excess of its face value, are we maintaining a needlessly expensive currency. It should be remembered that the maintenance of our silver currency involves an interest expense, at best, of P.1,200,000 per year, in that we have constantly invested some P.2,000,000 which would otherwise be earning interest in some other form of investment.

It is in view of these facts that the re-coinage of our currency has been proposed. It is to be regretted that any change is necessary. However, the use of silver under these conditions as a medium of exchange will inevitably lead to such readjustment as long as there is marked fluctuation in the price of silver. If silver becomes very cheap the danger of counterfeiting will demand an increase in the fineness or weight of the peso. If, on the other hand, it becomes very expensive the amount of silver in the peso must be decreased in order to prevent the melting up and exportation of the peso.

The proposed re-coinage of our currency at a fineness of 700 would produce a more durable peso, one in appearance almost exactly similar to the present peso and one having a bullion value several centavos greater than the present peso had when its fineness and weight were determined. If we have been able to maintain the par value of the present peso, there is absolutely no foundation for the statement that we cannot in the future maintain at par a peso having a greater bullion value than the present one had at first. During the last three years the bullion value of our peso has varied from \$76 in P.1.072 and yet its value as currency has varied only two centavos.

It cannot be emphasized too strongly that the value of our peso is not determined by its silver content, but that it is determined by the

THE LEGISLATIVE COUNCIL.

6th inst.

A meeting of the Legislative Council was held this afternoon. Present—His Excellency the Governor, Major Sir Matthew Nathan, K.C.M.G., R.E., His Excellency Colonel Darling, R.E. (Commanding the Troops), Hon. Mr. T. Sercombe-Smith (Colonial Secretary), Hon. Mr. H. Spencer Berkeley, K.C. (Attorney General), Hon. Mr. A. M. Thomson (Colonial Treasurer), Hon. Captain F. J. Baddley (Captain Superintendent of Police), Hon. Capt. L. A. W. Barnes-Lawrence, R.N. (Harbour Master), Hon. Mr. W. Chatham (Director of Public Works), Hon. Mr. E. A. Hewitt, Hon. Mr. Edward Osborne, Hon. Dr. H. Kai, M.B., C.M., C.M.G., Hon. Mr. Wei Yuk, Hon. Mr. W. J. Gresson, and Mr. A. G. M. Fletcher (Clerk of Council).

ABSENT.

Hon. Mr. H. E. Pollock, K.C.

MINUTES.

The minutes of the last meeting were read and confirmed.

THE GOVERNOR'S SPEECH.

PROPOSED WORKS FOR THE NEW SESSION.

His Excellency the Governor said: The work to be done during the forthcoming session is to vote sums of money in accordance with the Financial Minutes Nos. 4 to 64 which I shall explain to the Council when the Colonial Secretary moves them to be referred to the Finance Committee; and also to pass the six Bills which appear in the Orders of the Day and four others which will presently be added to that order. Of the six Bills that it is proposed to read for the first time to-day, the first, an Ordinance to amend the Code of Civil Procedure, has been introduced at the desire of the Chief Justice. His Honour originally suggested that in place of an Ordinance amending certain parts of the Code one should be passed to empower the judges to make such amendments. Revenue being the satisfaction which was given by the present Ordinance of 1901 as producing some finality with reference to this Code the recommendation of the Chief Justice did not seem to me to be followed, and I ascertained that this was also the opinion of the legal profession of the Colony. They considered that it would be better that any amendments should be made by direct legislation. (The amendments contained in the Bill now before you, I am scarcely able to judge as they are so debatable, but the Bill will be referred to the Law Committee which will not doubt devote their attention to any suggestion they may receive from the barristers and solicitors in the Colony. The second Bill, to amend the Lunacy Ordinance of 1903, is purely to effect a verbal alteration directed by the Secretary of State on the Bill recently passed. The words "High Court of Judicature" were employed for the words "Supreme Court" which ought to have been used. The Bill for amending the Merchant Shipping Ordinance, 1899 consists of two effective clauses, of which the first is to prevent junks or launches flying off ships without the permission of the master, in the same way as they are now prevented from lying off or alongside wharves without the permission of the owner. The second provision of the Bill is intended to revise the junk regulations so as to lessen the attendance of junk masters at the Harbour Office, and generally to simplify procedure with regard to junks getting to possess. At the same time it is proposed to do away with the system of securities that at present junks which have a prejudicial effect on the junk masters. When the Bill comes to be read a second time, the Harbour Master will no doubt give a full explanation of its provisions. A Bill for amending the New Territories Land Ordinance is for the purpose of making a claim for rent a proceeding relating to land, and so to give the Land Officer jurisdiction in cases of claims under \$50. Land officers have all the records ready at their disposal and have a personal acquaintance with the districts and with the ways and customs of the inhabitants. It was the intention of the original Ordinance that they should have this jurisdiction, but it was later in a recent case that claims for rent were not proceedings relating to land and so did not come under the provisions of the New Territories Land Ordinance of 1905, and it is now desired to give that power under the Ordinance. The Bill for the transfer of the General Revenue of certain sums forming part of the Praya Reclamation Fund, is to avoid paying 20 per cent. to the Imperial Government on the sums returned to the Colonial Government by the official adjustment of the Praya Reclamation Fund. The Bill has been approved by the Secretary of State, the Lords Commissioners of the Treasury, and the Army Council have expressed their concurrence. The last of the Bills, which is to amend the Regulation of Chinese Ordinance, 1888, is due to a recommendation contained in the last annual report of the Registrar-General, which was laid on the table of this Council, that the registration of households be extended. The Registrar-General stated that he had talked this over with various representatives of the Chinese community and they were in favour of the extension. The police consider that the Ordinance is most useful in identifying householders and the Crown Solicitor states that it will also be useful in the mercantile community. It occurred to me, as we were to amend the Ordinance to extend the provisions of paragraph 3 to any part of the Colony, necessary from time to time instead of restricting it to Old Kowloon.

THE SUPPLY BILL.

In addition to these Bills, I shall ask the Council to pass through the present session the Supply Bill for 1907. Last year that Bill was introduced on the 7th September; this year I hoped to introduce it on the 6th. As members are aware the tenders for the Opium Farm were only opened on 31st August and the revenue to be derived from the Opium Farm affects so considerably the Estimates for the coming year, that it was necessary to carefully reconsider these Estimates and to delay for a week the introduction of the Supply Bill.

AGAINST MORPHINE.

Another Bill which will be introduced later is a Proposed Opium Bill in substitution of the one passed in 1904. That former Ordinance will be repealed and re-enacted so as to include morphine under its provisions, and also to have some check on the importation of that drug. Later on it is proposed to introduce a new Trade Marks Ordinance, to transfer the registration of Trade Marks from the Colonial Secretary's Office to that of the Registrar of the Supreme Court, to which office it more strictly relates, and at the same time to introduce certain provisions into the Ordinance which have been introduced into the home Act and are based on decisions of judges in the home Courts.

WIDOWS' AND ORPHANS' FUND.

And, lastly, it is proposed to introduce a Widows' and Orphans' Fund Ordinance. Members may remember that I promised a similar Ordinance this time last year, that Ordinance was to effect the transfer of that fund from the directors, who now administer it as a separate fund, to the Government, when it would have been merged into

the general accounts of the Colony. This proposal does not find favour with those principally interested in the Fund and the Bill which will be introduced. This session does not transfer the Ordinance. It simply includes in it some of the provisions which would be favourable to those interested in the Fund.

FINANCIAL MINUTES.

The Colonial Secretary moved and the Colonial Treasurer seconded that Financial Minutes Nos. 44 to 64 be referred to the Finance Committee.

His Excellency, in giving a general view of the needs for which money was required in the Minutes, stated that \$500 was required on the Education vote. It was not anticipated that Mr. Bird, senior assistant English master at Queen's College, would go in for his final language examination this year. \$500 was required under Public Works Extraordinary, owing to the fact that more compensation was required than had been anticipated for scavenging lanes at the rear of houses. These lanes had to be resumed by the Government under the Building Ordinance. The sum of \$2,000 was to provide for evening continuation classes at Queen's College. The Council would remember that last year a desire was expressed by one of its members that a larger proportion of the revenue should be expended on education. That desire coincided with his own, but as he had pointed out that that occasion the difficulty was to have larger expenditure could be profitably incurred. Last year an attempt was made to establish a collegiate course at Queen's College at which higher instruction than the ordinary college course would be given. The instruction was to be given in the daytime and would have been in continuation of the College course, but the scheme did not succeed because parents did not care to keep their boys longer at school than was necessary for ordinary clerical work. The scheme now proposed for the evening, by having the classes in the evening, has been favourably received. It has been supported in the local press. If it proves a success I shall be prepared to make another recommendation. I may mention that the Secretary of State in reply to my despatch asking his sanction to put it in operation stated that he cordially approved of the scheme and that he should be glad if it proved a success. I shall be very disappointed if it fails to prove a success. The Governor, continuing, remarked that \$25,000 was required to complete the resumption of part of the railway. A vote was asked in extension of the original vote on which this work was carried out by the Director of Public Works. Eventually, the expenditure would be transferred to the railway account. The other items were explained in the votes themselves. The Financial Minutes were referred to the Finance Committee.

CIVIL PROCEDURE.

The Attorney-General moved the first reading of the Bill entitled an Ordinance to amend the Code of Civil Procedure. The object of this Bill is to assimilate the procedure of the Supreme Court with that of the Supreme Court in England.

The Colonial Secretary seconded. Agreed.

LUNACY ORDINANCE.

The Attorney-General moved the first reading of a Bill entitled an Ordinance to amend the Lunacy Ordinance, 1906. The object of this Bill is to correct an error in the third section of the principal Ordinance in which the reference should have been to the Supreme Court of Judicature and not to the High Court of Judicature.

The Colonial Secretary seconded. Agreed.

MERCHANT SHIPPING.

The Attorney-General moved the first reading of an Ordinance to amend the Merchant Shipping Ordinance, 1899. This Ordinance provides for the prevention of obstruction of vessels and for the better regulation of junks and other vessels employed in the trade or commerce of the Colony.

The Harbour Master seconded. Agreed.

NEW TERRITORIES LAND ORDINANCE.

The Attorney-General moved the first reading of a Bill entitled an Ordinance to amend the New Territories Land Ordinance, 1905. The object of this Ordinance is to attach a clear and more comprehensive meaning to the word "land" as used in the New Territories Land Ordinance, 1905, and to remove a doubt that at present exists whether rent is included, as is intended, in the word "land" within the meaning of the Ordinance.

The Colonial Secretary seconded. Agreed.

PRAYA RECLAMATION FUND.

The Attorney-General moved the first reading of an Ordinance to transfer to the General Revenue certain sums forming part of the Praya Reclamation Fund. The second clause of the Bill—and there are only two clauses in the Bill—proposes to enact that: "Such moneys as are paid to the Praya Reclamation Fund as at the date of the passing of this Ordinance, shall be set apart for the payment of pensions to officers employed in the Praya Reclamation, and such moneys as are required to defray the sums due to the General Revenue on account of contributions paid in excess to the said Fund by the Colonial Government, are hereby transferred to and shall form part of the General Revenue of the Colony, free from any deduction by way of contribution for the defence of the Colony, notwithstanding the provisions of the Defence Contribution Ordinance, 1901."

The Colonial Secretary seconded. Agreed.

REGULATION OF CHINESE.

The Attorney-General moved the first reading of a Bill entitled an Ordinance to amend the Regulation of Chinese Ordinance, 1888. The object of this Bill is to empower the Governor-in-Council to extend the provisions of Part III of the Regulation of Chinese Ordinance, 1888, to any portion of the Colony, as occasion may require.

The Colonial Secretary seconded. Agreed.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the Council, the Colonial Secretary presiding.

It was unanimously agreed that the following votes be recommended for adoption by the Council—

THE "HYGIEA."

A sum of one hundred and seventy dollars in aid of the vote, Medical Department—Hospitals and Asylums, Infectious Hospitals—Other charges, hospital hulk *Hygiea*—Shifting, towing and mooring *Hygiea*.

ASYLUM CHARGES.

A sum of one hundred dollars in aid of the vote, Medical Department—Hospitals and Asylums—Other charges, incidental expenses.

QUEEN'S COLLEGE.

A sum of nine hundred dollars in aid of the vote, Education—Queen's College—Other charges, allowance to Mr. E. O. Bird, senior assistant English master, who has passed the examination in Cantonese, colloquial and written.

PUBLIC WORKS.

A sum of eight thousand dollars in aid of the vote, Public Works Extraordinary, Public Health and Buildings Ordinance, 1903—Compensation.

GRATUITY.

A sum of fifty dollars in aid of the vote, Treasury—Treasury's Office, New Territory—Other charges, gratuity to police sergeant Gerard for examining accounts.

EVENING CONTINUATION CLASSES.

A sum of two thousand dollars in aid of the vote, Education—Department of Inspector of Schools—Other charges, evening continuation classes.

KOWLOON-CANTON RAILWAY.

A sum of twenty-five thousand dollars in aid of the vote, Public Works Extraordinary, communication railway to Canton—Survey and preliminary work.

SUPREME COURT.

A sum of three hundred dollars in aid of the vote, Judicial and Legal Departments—Supreme Court—Other charges, fees to counsel for prisoners in capital cases.

PRINTING DEPARTMENT.

A sum of two thousand dollars in aid of the vote, Miscellaneous Services—Printing and binding blue book.

TELEGRAPHS.

A sum of two hundred and fifty dollars in aid of the vote, Public Works Recurrent—Communications, maintenance of telegraphs.

NEW TERRITORIES.

A sum of two hundred and fifty dollars in aid of the vote, Judicial and Legal Departments—Land Registry Office—Other charges, New Territories, incidental expenses.

GREEN ISLAND LIGHT.

A sum of two hundred and eighty dollars in aid of the vote, Public Works Extraordinary—Green Island light improvement.

SCAVENGING.

A sum of five thousand and twenty-four dollars in aid of the vote, Sanitary Department—Other charges, Scavenging city villages and hill district.

HARBOUR MASTER'S OFFICE.

A sum of one thousand and seventy-three dollars in aid of the vote, Harbour Master's Department—Other charges, fittings for new office.

THE POST OFFICE LAUNCH.

A sum of one hundred and twenty-five dollars in aid of the vote, Post Office—Hongkong Post Office—Other charges, coals, stores, &c., for steam launch.

ANGLO-CHINESE SCHOOL.

A sum of fifty dollars in aid of the vote, Education, Ping Shan (New Territories)—Anglo-Chinese school—Other charges for the following items:

Furniture, \$25

Incidental expenses, 25

Total, \$50

PUBLIC WORKS.

A sum of two thousand and sixty-seven dollars and fifty cents in aid of the vote, Public Works Extraordinary—Filling in pool on Crown land, Kowloon.

GAP ROCK CABLE.

A sum of two thousand and nine dollars and seventy-four cents in aid of the vote, Public Works Extraordinary—Repairs to Gap Rock cable.

POLICE LAUNCHES.

A sum of three thousand five hundred dollars in aid of the vote, Police and Prison Departments—Other charges, for the following items:

Coal, oil, &c., for launches, \$2,000

Repairs of launches &c., 150

Total, \$3,500

ALLOWANCES.

A sum of five hundred and forty dollars in aid of the vote, Police and Prison Departments—Police—Other charges, for the following items:

Language allowance to Captain Superintendent, \$50

Teacher allowance to Captain Superintendent, 90

Total, \$540

COLONIAL SECRETARY'S OFFICE.

A sum of one hundred and fifty dollars in aid of the vote, Colonial Secretary's Department—Legislation—Other charges, incidental expenses.

THE DEEP BAY MURDERS.

ALLEGED MURDERERS SECURED.

One week ago, readers of the *Hongkong Telegraph* will remember, the crew of a deep sea fishing junk, *Deep Bay* and after murdering the captain, his wife and their son, they set sail—kidnapping the daughter of the murdered captain—and left the waters of the Colony, leaving no track behind. The news of the outrage reached Hongkong through the mouth of the murdered captain, who succeeded in keeping aloof when "picked up" in the harbour by the mutineers. He was some hours later picked up by a passing junk and brought to Hongkong.

Immediately the matter was reported to the police, Inspector Langley and Sergeant Wilden, of the Water Police Station, got to work, and in less than forty-eight hours after the report was made they had succeeded in forming a clue and on the 15th ultimo Sergeant Wilden left for Macao, where he expected to lay the culprits by the heels.

That the clue was a correct one and that the number of a certain fishing boat in Macao corresponded with that given by the nephew of the captain was evident, because on the morning of the 17th ultimo the following telegram was received in Hongkong:—"Macao, Assistance wanted; Warrants—WILDEN."

Inspector Langley procured the necessary extradition papers, dispatched them to Macao, with the result that proceedings for the extradition of the alleged murderers were open, which ended in the men being handed over.

Five men, all handcuffed, arrived here on Saturday from Macao and were removed to the Water Police Station, where they were entered on the charge-sheet for murder.

The case will be opened at the Police Court on Friday afternoon next.

ALLEGED MURDERERS ON TRIAL.

That portion of the Police Court which is set aside for native spectators was packed with sampan people this afternoon when the case in which five native fishermen, crew of a deep sea fishing junk, who were recently extradited from Macao, lined up in the dock in answer to a charge of murder. The prisoners were alleged to have murdered the master of the junk, his wife and his son, on the night of August 2nd. Mr. F. A. Hazland, heard the case. The prisoners—a tough-looking lot—pleaded not guilty to the charge. Mr. P. J. Woodhouse, assistant superintendent of police, conducted the case. Inspector Langley and Sergeant Wilden—who made the capture of the Water Police, watched the case for the police.

The first witness called by the police was the nephew of the murdered captain, who, it will

be remembered, was flung into the sea by the mutineers, and six hours later rescued by a passing junk. He is merely a boy.

THE CAUSE OF THE MURDERS.

There was a difference of opinion as to the real cause of the crime, when it became known. According to the nephew the prisoners wanted the master of the fishing-boat to quit doing peaceful trade and to turn pirates. This the captain would not do. Then the prisoners were alleged to have turned against him. What they wanted was for the master of the junk to sell his fishing craft, purchase a couple, but smaller, junks, and start their nefarious trade. That the master of the junk was a peaceful man, and that he would not join in with their schemes, but threatened to dismiss them if they insisted on turning pirates, was evident, for, according to the nephew, the prisoners mutinied on the night of 2nd August, and bore down on the master and his family, armed with bamboo poles. The lad could only speak after this of what he heard for he was immediately seized and locked in the hold. In the hold of the junk he heard a great commotion on deck and could hear what was said. When the excitement was also over he heard a splash in the water and heard one of the crew say—"We've killed the master!" After about half an hour's confinement he was brought on deck by one of the prisoners and he was asked if he wanted to join them as pirates for a period of two years. They went into details, giving particulars as to the different places they would frequent, emphasizing the fact that the work was easy and chances of capture small. Nevertheless, the boy refused to go blank to go with them and he too was pitched into the water. He swam around a while and heard the order given to hoist sail and a few minutes later the junk left the port. He was picked up. Then followed the report to the police and the departure of Detective-sergeant Wilden to Macao in search of the prisoners. In the guise of a "sportsman" Wilden laid his quarry by the heels and brought them back to Hongkong. When the prisoners set sail, after disposing of the master and his family, they look with them to the water. She will be called probably to-morrow afternoon to corroborate the evidence of the nephew and to relate the occurrence in that place on board after the murder of her parents and her treatment while in the hands of the alleged murderers.

ARMED ROBBERY IN THE NEW TERRITORY.

WOMAN BURNED WITH A TORCH.

Before Mr. F. A. Hazland, at the Police Court, this afternoon, Fan Ming, a coolie, was committed to stand his trial at the next Criminal Sessions, on a charge of committing armed robbery at Chuk Tsun village, in the New Territory, on 13th July last. The owner, a woman, of the house which was robbed gave evidence to the effect that at about 8 o'clock on the evening in question she was at home with her child and another. Somebody rapped at the front door and called out: "Open the door." She asked what was wanted and the reply came that the men outside were "Government officials" and that they wanted to search her house for opium. She at first refused, but hearing the men say that if they were kept much longer waiting they would smash open the door and take her to goal, she unlocked the door and six men entered. Each man carried a torch and held one upon the men. The men entered the house. Before she admitted the men she left four pairs of silver bangles on her bed. The so-called "Government officials" entered her bedroom and she heard the jingling sound as if someone were picking up her bangles and rushing into the room she was in time to see one of the robbers pocketing her bangles. "You have not come here to search for opium," said the woman of the house. "You are robbers." One of the robbers struck her on the face with his lighted torch, while another turned her head and, while she was on her knees, he called out she would be killed. He then called out the contents of every box in the house and left after half an hour's stay, stealing \$65 in banknotes, two sovereigns, eleven half sovereigns, four French gold coins, four bangles, five gold ear-rings, two gold finger-rings, six pearls, 144 feet of grass cloth, 40 feet of cotton cloth, two blankets, a quantity of clothing, and a gauze mandarin jacket. Before the robbers departed they chained the woman to her bed and cleared. The other clanswoman, who had hidden herself when the robbers entered, came out and released her friend from the bindings and together they made for the nearest police station, when the occurrence was reported. The news was wired to all stations giving a description of a few of the robbers and the property stolen. About a week ago the defendant was arrested at Yau-mat and on being searched at the station a pawnticket, relating to the gauze mandarin jacket, was found in his pocket. The woman later picked out the defendant among a gang of other men as one of those who robbed her. She also identified the gauze mandarin jacket as her property.

PRISONER-HUNTING.

EXCITING CHASE IN CENTRAL DISTRICT.

All that part of the Central district starting from Hollywood Road down to the Central Market, was in a state of great excitement this morning when a prisoner escaped from the Police Court. Every verandah in that locality was crowded, shopkeepers left their work and repaired to the side-walk, and the streets were packed with people, all wondering what the do-do was about.

Police in uniform dashed wildly all over the place, but in the right direction, each man blowing his whistle, the screaming mob bringing up the rear.

The man they were after was a burglar. He was arrested early this morning after entering a house in Bird Street. On him were found some skeleton keys and a jimmy. He was convicted by Mr. H. H. J. Gompertz and sentenced to three months' hard labour and six hours' stocks. After sentence was passed the prisoner was taken to the waiting room, in charge of Indian constable 627, to await the arrival of his committal warrant, preparatory to being examined in the district court. When the attention of the constable was directed elsewhere, the prisoner slipped off the board which was hung round his neck—a necessary article when men are to be displayed in the stocks—and cleared by way of Arbuthnot Road. When he discovered that his prisoner had escaped the Indian constable gave the alarm by sounding his whistle and then things became lively. P. C. 45 Fox, the Usher of the Court, heard of the escape and bounded out of the court pound into Arbuthnot Road, blowing his whistle furiously. Fox caught the burglar in his quarry turning round the corner of Hollywood Road—near the District Sanitary Office—and then the race started. The fugitive rushed down Pottinger Street with Fox and a few Indians in hot pursuit. The mob did all they could to assist the prisoner in escaping. They blocked the street and by this

way obstructed the officers from gaining ground on the fugitive, thereby giving the prisoner a chance to mix with the crowd. In this way several of the loafers were knocked down when the officers came into collision with them. Then a most amusing incident occurred. An Indian, coming up from behind, with his whistle in his mouth and which he blew furiously, stumbled over a coolie and went sprawling into the gutter. He got up quickly, dusted his pants, but instead of taking up the chase, he appeared to be looking for something.

"What are you looking for?" came a voice from the mob.

"My whistle," replied the Indian.

"Look in your boots, it might have dropped in there," said another from the crowd.

Other suggestions from sympathizers were given to the Indian, but he apparently did not want any, for he hinted that if anyone insisted that he swallowed the whistle, the cells of the Central Station, which have been vacant for some days past, would not be empty for long. From Pottinger Street the prisoner darted into Cochrane Street and in the direction of the Central Market. He made several attempts to dodge into lanes, but found that he would have to slacken speed to do so and that was not what he wanted. Knowing the man was wanted before he reached the market, with beads of perspiration streaming down his face the champion light-footer Fox brought his man back to the station, from where he was dispatched to the stocks. Fox's sharpness deserves credit, and will, no doubt, receive suitable recognition in proper quarters.

COOLIE'S FATAL FALL.

RESULT OF GAMBLING RAID.

6th inst.

At about noon yesterday detective-sergeant Watt, armed with a warrant, raided the third floor of No. 2, Po Yan Street in search of gamblers. As soon as the police entered the house there was a stampede. The gamblers rushed the door, but finding the guard on the staircase they retreated and used other means to evade the police. Several made for the roof and crossed to adjoining buildings, while others made for the verandah. In the verandah all tried to get to the next house at once with the result that one coolie, either lost his balance or was elbowed by the others, fell into the gutter and was killed instantly, having landed on his head. The distance from the third floor verandah to the street is about 35 feet. The police, however, secured twenty-one men and when they were taken into the street the body of the dead coolie was discovered. The gamblers were removed to the Central Station and the remains of the dead coolie taken to the mortuary. The twenty-one men came before Mr. F. A. Hazland, at the Police Court this morning, when two of their number had to pay \$25 each for being keepers of a gambling house, and the remainder \$5 apiece for gambling on the premises.

UNWARRANTABLE CHARGES.

INDIAN CONSTABLES' FAR-FETCHED STORY.

6th inst.

A case which was heard at the Police Court this morning and which was thrown out by Mr. F. A. Hazland, who said he did not believe the story of the Indian policemen, described more than passing notice. The case was that in which Indian policemen Nos. 745 and 621 charged two respectable Portuguese citizens, one a well-known athlete and the other merely a youth, with "assaulting them while in the execution of their duty." The story the Indians gave was very far-fetched. They said that without any provocation the defendants approached them, and after using "insulting and abusive language" towards them in Hindustani, the defendants set upon them and assaulted them. Indian No. 745 even went so far as to produce his uniform, which was torn in the neck, to fortify his statement. The defendants gave a very straightforward denial of the allegation against them and had witnesses to corroborate their statements, but which were not called, in the case of the athlete. He said that about ten o'clock last evening, he was in company with some ladies and was returning home. On passing the Indian policemen, who were standing at the corner of Caine Road and Peel Street, No. 745 addressed him saying: "You too much drunk!" Defendant escorted the ladies home and returned to get the number of the insulting policeman. He approached him and asked for his number, but the Indian refused, pushing the defendant away. He ultimately got it and on the way to proceed to the Station the Indian policeman and others assaulted him. He denied tearing the Indian's uniform or assaulting him. An independent European witness for the defence who appeared in Court, but who was not called in the case of the elder defendant, could have given important testimony—He could testify to the fact that at the time of the alleged assault he and his wife passed in chairs and saw defendant speaking to four Indians, trying to get the number of one of the policemen. He had no sooner passed the men than he heard police whistles blowing and on turning round saw the policemen chasing the Portuguese gentleman. They caught him up, when one of the policemen tore the coat off his back, struck the gentleman and knocked him down. Whatever this witness had further to say was immaterial in the case. His Worship said he believed the story of the two defendants and discharged them.

The story told by the Indians was merely a fabrication, which it seems to be the duty rests with the Captain Superintendent of Police, in the interest of justice and good order, to make full inquiries into the matter, with a view to an avoidance of like occurrences in the future.

THE COOLIE'S TRICK.

YOU FOOLED US BEFORE.

6th inst.

Inspector Gossray, of No. 2 Police Station, arraigned Wong Hung, a member of the unemployed clan, before Mr. H. H. J. Gompertz, at Police Court, this morning, on a charge of uttering two counterfeit twenty-cent pieces in a shop at Wanchai yesterday. Accused knew nothing about it. Sometime yesterday afternoon defendant walked into a confectioner's shop at 107, Queen's Road East, and called for a bottle of spirits of wine. The bottle was wrapped in paper and handed to defendant who tendered a Mexican dollar. The shopkeeper tested the dollar and finding it good returned to defendant seventy-eight cents change. Defendant said eight-thirty cents were due to him, as the Mexican dollar was worth a dollar and five cents at a money-changer's shop, and he was not going to allow the shopkeeper to get the premium on the dollar. There were more words, until finally accused said he did not want the spirits of wine, which he placed on the counter with the change he got from the shop. The shopkeeper examined the money, before handing over the Mexican dollar, and discovered that two of the twenty-cent pieces returned were black and bad. He told defendant

not that such money did not come out of his till. Hearing this, the master of the shop came out and seeing defendant he seized him, saying that accused had fooled him before by a similar trick. He was handed over to the police, and when he was brought to the station the two good twenty-cent pieces of the shop were found in his pocket, also another spurious coin. His Worship found accused guilty and sentenced him to imprisonment for six weeks and six hours' stocks.

GYMKHANA TOPICS.

The fifth and last gymkhana meeting of the season is to be held at Happy Valley to-morrow afternoon, weather permitting. Small fields will probably be the order of the day, but we may expect to see out some fresh blood. The rains of the past few days have wonderfully improved the surface of the race-course proper, and should the ensuing twenty-four hours be dry a flying course and fast times may be anticipated. Of course, it is not to be expected that outsiders will roll home, as the form of the ponies has been brought down to a fine point and almost every other spectator of the training gallops is the proud possessor of a stop-watch and works the times down to decimal points so that the person who follows the tips of yours truly may confidently expect to return home with dollars to the good.

The fresh blood already referred to are the following ponies—Ionic (Hon. Mr. A. W. J. Gresson), a consistently fast time, and F. B. Deacon's Aethelbert, whose performances will be referred to later in our times and tips. The first race of the meeting has brought out the following entries—Mr. Brutton's Preston, Mr. Clarke's Pathan, Hon. Mr. W. J. Gresson's omic, Mr. Hickman's Roscomon, Mr. Macdonald's Highland Gilie, Mr. Ottery's Aethelbert.

The pick of this basket at the weights is undoubtedly Pathan. Roscomon is well in at 10st, and as he has run consistently all through the season may prove himself to be the outsider. Aethelbert has been galloping in splendid style and as this will be his debut in Hongkong he will probably have a good following. Highland Gilie, with the welter of 11st, 5lb, is hopelessly handicapped out of it. There were only three pounds difference between this pony and Pathan on the last occasion, and it will be remembered, Highland Gilie only won by a head. Now he has to concede Pathan 10lb, and if the owner should ride an additional five pounds (5 cley allowance) would be added, which on paper gives

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S.S. "HONGSHAN," 1,998 tons, Captain G. F. Morrison, R.M.S.
 Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
 Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 3 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,190 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilcox.
 "NANNING," 569 " " C. Butcher.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yunkai, Mahning, Kunchuk, Kau-Kong, Samshui, Howik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.
 FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.
 Canton to Tak Hing, Single \$12.50, Return \$21.00.
 Canton to Samshui, Single \$7.50.

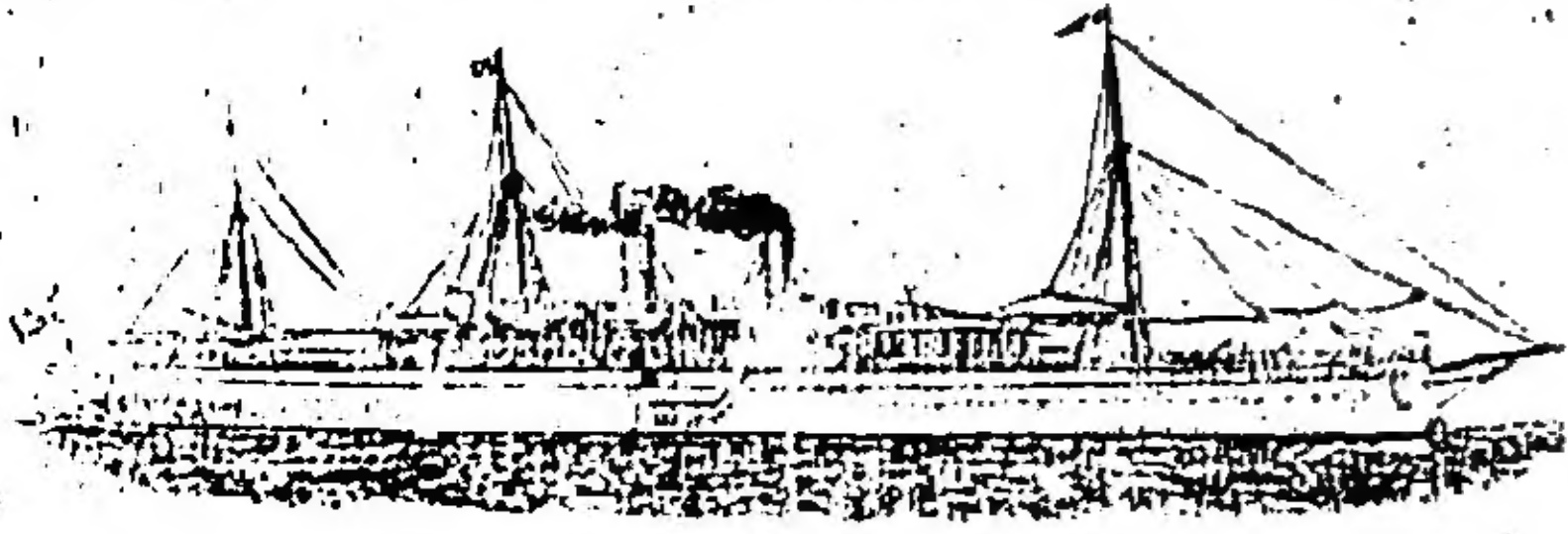
The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 6th August, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.
 11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.

(Subject to Alteration).

P.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN"	3,882	WEDNESDAY, September 12	October 6
"EMPRESS OF JAPAN"	6,000	THURSDAY, September 27	October 15
"MONTEAGLE"	6,163	WEDNESDAY, October 3	October 27
"EMPRESS OF CHINA"	6,000	THURSDAY, October 25	November 12
"TARTAR"	4,425	WEDNESDAY, October 31	November 24
"EMPRESS OF INDIA"	6,000	THURSDAY, November 22	December 10

"EMPRESS" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Postal "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40. £42.
 R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
 For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, Acting General Agent,
 Hongkong, 30th August, 1906. Corner Pedder Street and Praya.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
 Captain T. AUSTIN, R.M.S.

THIS Steamer departs from Hongkong on Week Days at 7.30 A.M., and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M., and on Sundays at 6 P.M., tide permitting.

FARES:—Week Days, 1st Class, including Cabin and towel, Single \$3.10, Return Ticket, \$5.10; 2nd Class, \$1.10; 3rd Class, 50 cents.

SUNDAYS ONLY.
 1st Class—Single, \$1.10; with Cabin, \$2.10.
 1st Class—Return, \$2.10; with Cabin, \$3.10.
 2nd Class—Single, 40 cents; Return, 60 cents.
 3rd Class—20 cents; each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Ticket. Should the Steamer not run on the Monday, owing to the boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG CO.,
 Hongkong, 11th August, 1906.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW," 1,309 tons, T. R. MEAD.
 "KWONG TUNG," 1,336 tons, H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).
 Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey...\$4.
 Meals...\$1 each.

ALSO

Excursions to MACAO every SATURDAY, at 6 P.M.; and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:
 1st Class single \$1 with cabin berth...\$2.00.
 " " return \$2 " " " 3.00.
 Servants' passages must be paid for.

Breakfast, Tiffin and Dinner \$1.00 each.
 The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and
 YUEN ON S.S. CO., LD.,
 No. 8, Queen's Road West.

Hongkong, 3rd August, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
ROON	WEDNESDAY, 21st November.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUITPOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January, 1907.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PRINZ LUDWIG	WEDNESDAY, 27th February.

ON WEDNESDAY, the 12th day of September, 1906, at Noon, the Steamship SACHSEN, Captain F. von L. Petersen, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 10th September, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 11th September, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 11th September.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

Meals can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£44. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland, THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA, instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, FRIEDRICH-WILHELMSHAFEN, SIMPSONHAFEN, SAMARAI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.

TONS.

SAILING DATES.

PRINZ WALDEMAR	3,227	TUESDAY, 18th September.
PRINZ SIGISMUND	3,301	TUESDAY, 16th October.
WILHELM	4,763	TUESDAY, 13th November.

ON TUESDAY, the 18th day of September, 1906, at Noon, the Steamship PRINZ WALDEMAR, Capt. Woltema, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Meals can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£18.—	£18.10	£14.00	Return £42.00	£27.15
TO BRISBANE	£30.—	£20.—	£14.—	Return £54.—	£36.—
TO SYDNEY	£33.—	£23.—	£15.—	Return £59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16.—	Return £62.5	£44.5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co.'s steamers, or via San Francisco by the O. S. S. Co.'s Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMER ABOUT

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	GNEISENAU	WEDNESDAY, 12th September.
SHANGHAI, TSINGTAI, NAGASAKI, HIOGO & YOKOHAMA	PRINZ LUDWIG	TUESDAY, 25th September.
YOKOHAMA & KOBE	PRINZ SIGISMUND	WEDNESDAY, 26th September.

* Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG,

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K., and from NEW YORK to EUROPE by the Magificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 7th September, 1906.

MELCHERS & CO.,

AGENTS

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[39]

JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA	First half September	JAPAN VIA SHANGHAI	First half September
TJILATJAP	JAPAN	First half September	JAVA PORTS	Second half September
TJILIWONG	JAVA	Second half September	JAPAN VIA SHANGHAI	Second half September
TJIMAH	JAPAN	Second half September	JAVA PORTS	First half October

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375,
 YORK BUILDINGS, 1st Floor.
 Hongkong, 23rd August, 1906.

[115]

WEST RIVER BRITISH STEAMSHIP CO. HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN," and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 51 DAYS. THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip...\$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS,
 WEST RIVER BRITISH S.S. CO.,
 HONGKONG.

Hongkong, 23rd December, 1905.

[114]



EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanking Road.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER,
 41 & 43, QUEEN'S ROAD CENTRAL,
 TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICES VERY MODERATE

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

RAINIER BEER.

SPARKLING
INVIGORATING
HEALTH-GIVING.

During the Hot Damp
Weather when Heavy
Drinks are out of the
Question one's thoughts
naturally turn to
RAINIER.

Per Case of 4 doz. quarts ...\$16.50
Per Doz. quarts 4.20
Per Case of 6 doz. pints 16.50
Per Doz. Pints 2.75

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.
Hongkong, 4th September, 1906.

NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH," should be
addressed to The Editor, 1, The House Road, and
should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.

The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.

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DAILY—\$80 per annum.
WEEKLY—\$15 per annum.

The rates per quarter and per month, proportionate.
The daily issue is delivered free when the address is
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world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-
five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, SEPTEMBER 8, 1906.

**COMMERCIAL COMPETITION IN
THE NORTH.**

Gloomy news has been brought to Hongkong by a correspondent, who has just returned from a trip to Manchuria, regarding the prospects of trade in the north for countries other than Japan. At the time he left the north, Tairen was still closed against foreign vessels, and it is just possible that since the opening of that port on the 1st inst. conditions have undergone a radical change, but according to our informant the prospects were far from rosy. Despite all that has been said to the contrary, it is maintained that Japanese merchants, were being encouraged by their Government, or by officials connected with the Government, to introduce and push Japanese products not merely at the ports but also at all the principal places in the interior. The Japanese traders had penetrated a considerable distance into Manchuria, and where the villages were too small to encourage any hope of any extensive trade being established there were Japanese agencies whose sole purpose was to keep the manufactures of Dai Nippon in the forefront. In fact our correspondent found Japanese and Japanese articles wherever he went, and he asserts that all the disclaimers of the Ministers of Japan as to the enforcement of the admission laws against Japanese as well as against the traders of other countries were nothing more or less than "sheer bunkum, or at any rate were

based on erroneous information." It is admitted that the authorities at Tokyo may have honestly believed that no traders other than those required to supply the needs of the army were being allowed to set foot on Manchurian soil. Declarations to that effect were repeated so often and came from men of such standing and acknowledged integrity that the world at large was forced to accept the statements, and to disregard the asseverations of the people on the spot. But when we remember the energy of the Japanese merchants and their desire to profit by the success of their country's arms in the field, it is impossible to resist the conclusion, that by nifty and devious routes the Japanese have succeeded in forestalling the rush of foreign competition to the north. Even now that Tairen has been declared an open port it does not appear that foreign traders have gained to any extent, and our informant would have us believe that foreigners do not stand the ghost of a chance against the hard-working, long-headed and adventurous Japanese commercial agent. At the present time Manchuria is flooded with Japanese wares which are apparently coming in favour with the Chinese. Whether the business houses established at Hongkong and Shanghai will ever succeed in competing against the Japanese now that they are firmly entrenched at all points where commerce may be developed is a moot question. When the Japanese Government declared that not only would Tairen be opened to foreign trade but vessels flying foreign flags would be allowed to ply between Tairen and the open ports of Japan on an equality with Japanese ships the concession was hailed as another proof of Japan's magnanimity. But our correspondent only saw the reverse side of the medal. He states that numerous steamship lines were running from Japan to the Liaoning Peninsula only some two or three weeks ago, all bent on fastening their claws on the trade coming from the interior. With the opening of Tairen, these Japanese lines immediately lowered their freight charges until now several companies are running their vessels at a loss in order that foreign competition may be killed. It is not a question of dollars and cents; these will come in time, once Japan has settled down as the predominant military and commercial power in the north. It is a question of supremacy in the carrying trade. Japanese companies are prepared to throw away ten dollars in order that they may catch a lakh of dollars. "Keep out the foreign shipping lines at all hazards" is the motto of the Japanese lines, with the result that, if our information is correct, a cut-throat freight war is now in full swing in the north. The Yokohama Foreign Board of Trade shed crocodile tears over the statement made by one of the leading representatives of the N.Y.K. when he said: "It is the duty and object of the N.Y.K. to check the arrogance of foreign steamers to the east of Suez, and Messrs. Butterfield & Swire are still ignorant of the N.Y.K. capacity. Unless they are induced to pay respect to the Japanese mercantile marine flag at least on the Asiatic Line, Japan's influence would be affected." But while the Foreign Board may regret the publicity given to the remark they will not disown to themselves that each and every one is imbued with the same idea. Nobody can quarrel with Japan's desire to foster her trade and seize all the advantages which legitimately fall to her share, but it is the dog-in-the-manger policy to which objection must be taken. Nobody seeks to cast discredit on the flag of the Rising Sun, but the friends of Japan would be the last to desire to see her merchants enact the role of a band of cock-sparrows. Japanese traders have many opportunities of developing a fair and honest trade in the north without resorting to questionable devices to oust competitors. Their agents are scattered up the length and breadth and down of Manchuria; the railways, mines and manufactures are all operated by Japanese, and we may take it that the Japanese shipping companies will be favoured at the expense of foreign rivals. But there is a limit to the principle of keeping "our ain fish-guts for our ain sea-maws," as the Scotch maxim has it, and Japan will have few friends if she attempts to keep the northern trade a close preserve. Our correspondent who started on his journey to the north in the most optimistic spirit has returned a confirmed pessimist. "There is nothing there for British firms or for the firms of any country except Japan." After the salvos of admiration which celebrated the opening of Tairen to the world, and the enthusiasm with which the Powers hailed Japan's strict adherence to the letter of her promise to open Manchuria to foreign trade, our correspondent's commentary on the commercial salutation in the north acts as a cold douche.

Mr. W. J. Titcher has been appointed to act as superintendent, Botanical and Forestry Department, during the absence on vacation leave of Mr. T. Dunn, with effect from the 5th instant.

HOW THE MONEY GOES.

Shah Jehan was not possessed of a more opulent imagination for oriental magnificence than the Government of Hongkong when it gives free rein to its fantastic fancies. In a recent issue we referred to the opening of the new Harbour Office when a few scattered remnants of people attended a most prosaic function, which was wholly unworthy of the Colony, the institution, or the occasion. The Harbour Office had been removed from its dismal, dingy, begrimed premises in Des Voeux Road to the handsome structure which is now one of the features of the Praya towards the Canton wharves. We referred to the satisfaction which the office staff, and the Harbour Master, the Hon. Captain L. A. W. Barnes-Lawrence, R.N., in particular, must feel in being transferred from their cramped and utterly inadequate quarters in the old office to the spacious chambers of the new building. Now, more than ever, one is astonished how the staff ever managed to cope with the immense shipping affairs which had to be transacted in the old Harbour Office. That they did so efficiently is admitted by all connected with the shipping of the port, which is a tribute to the capacity—and the ability to work under the most restricted conditions—of the Harbour Master and his chief assistants. But when the staff took possession of the new premises the contractors had not yet left the scene. Since the so-called formal opening, workmen have been busily engaged in completing the internal furnishings of the building. Taken as a whole, the decorations of the interior are quite in accordance with what one would expect to find in a harbour office which has to deal with the shipping of the greatest port in point of tonnage in the world. For the Harbour Office is a business office, built for business purposes, and manned by officers who have business ideas. But the visitor who fails to inspect the Judgment Chamber, where the riff-raff and jetsam of the ocean have to appear, will have missed the treat of a lifetime. There is a long, flagged passage to this Chamber, and the sea-criminal may well fancy himself on the road to perdition. But the opening of a swing door reveals a mass of magnificence, a breadth of ornamentation, which should transfix the unhappy villain who refused to shovel coal at an engineer's behest. At once he will be awed by the massive grandeur, the stately majesty of the apartment and all that pertains unto it. As a matter of fact, the visitor involuntarily removes his headgear, and treads on tiptoe along the aisle—that is to say, the room—feeling like a hunted heretic caught in the act of desecrating a cathedral. There is the archiepiscopal throne, and a very solid and substantial throne it is, the high-backed, red-cushioned, beautifully-carved structure, which does duty for a common chair, being fittingly supported by a most honourable bench, which has been built to resist a double dose of San Francisco and Valparaiso earthquakes combined. When Kipling wrote about "elephants a-piling teak" he was thinking of the bench for the Marine Court of Hongkong. There is a pulpit—it looks like a pulpit—which ten men of Samson's calibre could not raise, and there the witness, in a sepulchral voice, will chant the gospel according to the town. No desk has yet been provided for the miserable sinners to cry "Good Lord, deliver us" because it is understood that the carriages on which it was being conveyed by a regiment of men broke down en route, but it will shortly be in position. One of the most striking features of the Chamber is the "dock"—a term which must find a more grandiloquent substitute. It is erected after the principle of an immense gangway; it looked like another edition of the *Decey* at first sight, but the highly-polished brass railings, the carved scroll-work, the *tout ensemble* in fact, dissipated that idea. There will be golden crans above the head of the archbishop—that is, the Harbour Master—and memorial tablets will adorn the walls. A most magnificent Chamber with most magnificent furnishings. And that is how the ratepayers' money goes. All this splendour may tame the coal-blackened fireman, make the recalcitrant Swedish fowls' hand go on his knees for mercy, strike terror in the hearts of the malicious Malay, the naked Indian, the Chinese crip, the filibustering Filipino and all the rest of the gang who periodically parade before the Marine Magistrate—but it is all the height of folly. Money has been squandered like water on these furnishings, which are not merely unnecessary but are absolutely out of place, and are calculated to bring the Court into contempt. Why could not the Government have been content with plain, ordinary Court-room accessories, instead of having all this theatrical display of bad taste? The Colony has not a penny to waste; it is involved in debt, and from present appearances, that debt is likely to increase. We cannot afford anything more than the simplest necessities of life; everywhere people are pinching themselves to make both ends meet; yet we can afford some way or another

to erect this monument to crass idiocy. The whole thing is ridiculous, and it is the laughing-stock of the harbour. Shipmasters step into the room, stand amazed for a moment and then depart in spasms of laughter which last until the middle of next week. It would be interesting to know what the Harbour Master, as an officer of the Royal Navy, accustomed to having nothing around him except what was absolutely essential to the business in hand—and then the plainest at that—thinks of all these wonderful furnishings. And it would be more interesting still to learn his thoughts when first he mounts his "throne." Whoever conceived the idea of stocking the Marine Court-room with furniture suitable for Solomon's temple has mistaken his vocation; he should have opened a store in Tottenham Court Road.

A BOON TO THE CHILDREN.

Wonders will never cease. The Governor-in-Council has just issued a round dozen of "regulations for maintenance of good order and preservation of property in the public gardens," and children are now to be permitted to lie "upon the grass plots from time to time set apart for this purpose." This is indeed a concession to the numerous children who take their daily airing in the gardens, and should be appreciated by the useful body of amahs who find it a trial of the flesh, at present, to keep their charges off the grass. It will give that gossiping crowd an opportunity to retail the latest foibles and failings of the households which have the honour to pay them their miserable salaries once a month; and they will now be in a position to dilate at large on the latest scandal, if they feel so "disposed," without being tormented with skirling brats at their knees. But while the Governor-in-Council has undoubtedly granted a great concession to the children, it is to be hoped that parents will not fly away with the idea that their responsibilities have now ceased. Because the Executive Council has seen fit to allow the children to lie on the grass it is not to be supposed that it is intended the children shall be laid out in rows flat on their backs and left there until called for. That is not the idea at all. The Government will accept no responsibility beyond allowing the children to lie, an accomplishment which may easily be acquired after a few lessons. It has also to be observed that the children are not to hop, skip or jump on the grass; they are not to romp and play themselves, or imagine because the Governor-in-Council has abandoned its attitude of austerity towards the young that they are entitled to practise the ghillie-calls or imitate Lottie Collins. Nor are they to handle the grass, for if they do so they will be punished with the utmost rigour of the law under clause 10, which says: "No person shall pick or handle flowers or plants or do any injury to any plant or tree." Presumably a child may be described as a "person" and grass may be described as a "plant," although with regard to the latter proposition when a horticulturist starts out to show what he can do in the way of terminological abstractions there is no saying where he will arrive. Now that the Government has granted this boon, we trust that parents will not labour under any delusion that the Governor-in-Council is entering its dotage. On the contrary, the Governor-in-Council is bent on raising up a band of stalwarts who will support it through thick and thin, whose battlerey will be "Green as grass." It is a far-sighted Government which can reach into the future, but the Hongkong Governor-in-Council is fit for anything, which is rather clumsily put, perhaps, but expresses the idea in the main. There is just this fear that having got this sop, the children will cry for more, like Oliver Twist. It cannot too strongly be impressed on the rising generation that they have already got a great deal more than they deserve—the privilege of lying on the grass at the Public Gardens is more valuable than refined gold. If they want to kick up their heels let them go to the Children's Garden at the Peak, where they may do what they please and nobody will disturb them. Again, they are not to be puffed-up with pride because a benign Governor-in-Council has deigned to take notice of them. The concession may be withdrawn at any moment. The word "children" may lead to some confusion, should a harassed gardener or Indian constable be asked to define the term, but we will hope for the best. If it be true that it is more blessed to give than to receive then it must be admitted that Hongkong is blessed with a blessed Government indeed.

LOCAL AND GENERAL.

The foundation stone of the sea wall of the new dock at Quarry Bay was laid to-day. The ceremony was purely private.

Mr. P. P. J. Wodehouse has been appointed provisionally and until further notice, to act as a Police Magistrate in the islands of the New Territories.

Advices from Manila which have reached us through the U. S. Consulate-General state that the typhoon which was reported in Luzon is now travelling northward through the Balingtany Channel.

His Excellency the Governor has been pleased to appoint Mr. F. W. W. Valpy to be assistant engineer on the Kowloon-Canton Railway Construction, British section.

The following telegram was received at the Colonial Secretary's Office from H.B.M. Consul at Chefoo to-day:—Hongkong released from quarantine from 4th September.

In consequence of the increase of rubbish-dumping in Kimberley Road, Kowloon, followed by a number of complaints from Kowloonites, the land police at Tsim-tsu-tai station have posted special guards to watch dumpers, with the result that another servant boy, employed at No. 11, Knutsford Terrace was captured red-handed this morning. He was taken before Mr. F. A. Hazeland later and fined \$5.

ALEXANDER Robertson, a marine engineer, who has been on the beach in Hongkong for over four years, an ex-inmate of the House of Detention, and still looking for a job, made his tenth appearance before Mr. H. H. J. Gompertz, at the Police Court, this morning, and admitted being drunk and incapable on the previous night. Asked whether he was convicted before, Robertson glanced round the Court to make sure and replied: "I have been here before!" A fine of \$10, or in default, three weeks' hard labour was imposed. Robertson took up the latter offer and walked in.

FOLLOWING are the returns of the average amount of bank notes in circulation, and of specie in reserve in Hongkong, during the month ended 31st August, 1906, as certified by the managers of the respective Banks.

Banks.	Average Amount.	Specie in reserve.
Chartered Bank of India, Australia and China	\$3,260,197	\$2,300,000
Hongkong and Shanghai Banking Corporation	11,926,491	8,500,000
National Bank of China, Limited	108,617	45,000
Total	\$15,295,306	\$10,845,000

SIX coolies were charged before Mr. H. H. J. Gompertz, at the Police Court, to-day, with removing earth from Crown land at Wong-nei-chung, yesterday, without a permit from the P.W.D. Inspector Gourlay said defendants were sent there by a contractor. He was told to be at No. 2 Police Station yesterday afternoon but he did not attend. He was now behind the Court waiting to pay the fines. The contractor was called and he admitted that defendants were his *fokis*, but denied sending them to remove earth from Crown land. Mr. Hoggard of the P.W.D., said the earth was removed from the back of the Indian mosque and was damaging the pullah. His Worship fined each coolie \$3 and directed the police to charge the contractor if there was a case against him.

When the cook of the Kwong Shing Loong ship, of 80, Des Voeux Road Canal, turned over his sleep at 3.45 a.m. this morning, he saw the figures of three strangers in the ship. Being afraid that in case he gave the alarm the intruders might attack him, he tried a trick which proved successful. He got out of bed, looking the other way, murmured to himself, being careful that the intruders should hear that he was going for a drink of tea in the kitchen, and walked out. Instead of going to the kitchen he entered the stateroom by the back door and returned with a policeman and the toughs were gathered in. They were convicted this morning at the Police Court for being on the premises to commit a felony and were sentenced to three weeks' hard labour and six hours' stocks each.

THE culinary artist on board the Canton steamer *Honam* got arrested last evening before he could do any injury to himself or anybody else. The cook was walking along Second Street when he espied a young woman entering house No. 130. He followed her up and into her room where he took a chair, uninvited. He called the woman some flowery name and started talking of old times. The woman said she did not know the cook—it was probably a case of mistaken identity—and asked him to leave. The cook called for a drink. The woman went into the street, saying before she left the drink was coming, and returned with a uniformed gentleman who removed the much-surprised cook to the station. He was placed before Mr. F. A. Hazeland, at the Police Court, this morning. Defendant said he made a mistake, thinking he knew the woman. His Worship fined defendant \$5.

KWAN Hing Chi, a shopkeeper, of 41, Bonham Street East, proceeded against his No. 3 concubine, before Mr. H. H. J. Gompertz, at the Police Court this morning, for stealing from him, on the 6th instant, one gold watch and chain and a diamond ring, valued at \$250. The woman denied the charge. Complainant said defendant deserted him, and took with her the jewellery. Defendant said she was engaged by complainant some months ago as No. 2 concubine. Recently he got another woman, named her No. 1, and reduced defendant in rank. Defendant did not like that, and what was more aggravating was that she was ill-treated by the No. 2 concubine, and so she left the house. Then this false charge was brought against her. His Worship found the woman innocent of the charge and accordingly discharged her. She was then told to go and see the Registrar General, who, it was said, would in all probability settle the matter between the couple amicably.

SEVERAL coolies broke into the swine depot at Kennedy Town, on Thursday night, and selecting a fine fat hog went to work to slaughter it. When this was finished they divided the pork between them and cleared. Next morning when the slaughter house employees returned to work they saw what had taken place and reported the fact to the police that thieves had stolen one of their hogs. On information received the police arrested two coolies, whom they charged with theft, and a third with receiving stolen property. The first two men admitted the charge, and at the Police Court, this morning, Mr. F. A. Hazeland sentenced them to three weeks' hard labour and six hours' stocks. The third defendant cleared himself of the charge of receiving part of the stolen pig. He said the two convicted men visited his matched and asked if he wanted to buy the entrails and head of a pig. He did not, and the men left that portion of the pig outside his matched, saying they would return for it. They did not, however, and when the police called they found part of the pig outside his shed and arrested him. The Court ordered his discharge.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

TOKYO TRAMS.

RENEWED ROWDYISM.

GOVERNMENT DISAPPROVES INCREASED FARES.

[From Our Own Correspondent.]

Shanghai, 8th September, 11.30 a.m.

The attack on the tramway depots and cars was renewed at Tokyo yesterday.

It is understood that the Government, while strongly condemning the rowdism of the Socialists, disapproves the increase which has been made in the fares.

THE DEEP BAY TRAGEDY.

THE KIDNAPPED GIRL'S EXPERIENCE.

Remanded from yesterday afternoon, the case in which five fishermen are being charged with committing murder on a fishing junk at Deep Bay, on 2nd August, came up for further hearing before Mr. F. A. Hazeland, at the Police Court, this forenoon.

It will be remembered that in all three persons were murdered on the junk—the captain, his wife and son—but it is stated that the prisoners are only charged with the murder of the master, no evidence being obtainable in the case of the other two, whose bodies have not yet been recovered.

The first witness to be called by the police to-day was Sergeant Gop, Boyle, of the Water Police Station. He testified as to accompanying the nephew of the deceased captain to the scene of the tragedy and gave the position of the junk when the murder was alleged to have occurred, the place where the nephew was thrown into the water and rescued, in detail, concluding that the place where the tragedy occurred was in British waters.

The next witness called was the girl—the daughter of the deceased captain—whom the prisoners were alleged to have kidnapped. She gave her age as fifteen. She went to sleep early on the night of the tragedy and knew of nothing that occurred. Next morning, when she awoke she discovered the junk under weigh and her father and mother missing. She enquired as to their whereabouts, but the excuse alleged to have been tendered by one of the prisoners caused her to doubt the story and she commenced crying. When the junk reached Macao the first prisoner, it was alleged, got rid of the junk, the other fishermen were "paid off" and she followed the first prisoner. In Macao he made several attempts to sell the child and failing he prepared to journey to Pak Shan (White Cloud Mountain). It was on the journey thither that they encountered the "sportsman" in the form of Detective Wilden who took them in tow, and brought them back.

The next female witness summoned to the witness box was the second wife of the deceased captain, who lives in the Colony. Her evidence was very short. She spoke as to identifying the remains of her husband in the mortuary in company with the police.

At this stage the hearing was further postponed until Monday, when Detective Wilden will be called to give evidence of arrest.

A CORRESPONDENT writes to ask why it is that the list of unclaimed letters lying at the Post Office is only published in the *Government Gazette*, which few people see, and a copy posted up outside the Post Office itself, which is too awkwardly placed for easy reference. Last week, he says, he asked if there were any letters for him, and was told "No." The same afternoon a friend informed him that, according to the *Gazette*, there was some unclaimed correspondence at the Post Office for him, which he subsequently received. "This is only one of several causes of complaint lately brought to my notice," writes our correspondent "and the remedy is simple—wider publication of the list, and a little more care exercised on the part of those responsible for the charge of the unclaimed letters."

WONG Ki, a servant boy, was arrested yesterday afternoon by a *lukung* on the Praya Central and removed to the Central Station. In some cigarette tins were discovered fifty-one rounds of sporting ammunition. Wong could show no police permit and he was charged with possessing ammunition without a permit. He was placed before Mr. Gompertz at the Police Court, this morning. Inspector Smith, who prosecuted, said defendant was formerly employed by Mr. H. W. Slade. The latter recently departed for home and he was surmised the ammunition was his property. Defendant was about to return to Heungshan by the *Wingchai* when arrested. The police did not want to press the charge. On defendant pleading guilty to the charge, his Worship bound him over in the sum of \$25 to keep the peace, the ammunition to be confiscated.

SHIPPING AND MAILS.

MAILS DUE.

German (*Griesbach*) 10th inst., 10 a.m.
Canadian (*Montague*) 11th inst.
German (*Sachsen*) 11th inst.
Indian (*Kulrang*) 14th inst.
Canadian (*Empress of China*) 23rd inst.

The P. & A. s.s. *Nicomedia* will arrive at this port on the evening of the 12th inst.
The s.s. *Kilai* left Vladivostok on 7th inst., morning, and may be expected here on 15th inst.

The I. C. S. N. Co.'s s.s. *Kulrang* from Calcutta and the *Sunila* left Singapore for this port on 7th inst., at 5 p.m.

The C. P. R. Co.'s s.s. *Empress of India* left Yokohama 4.30 a.m., on Friday, 7th inst., for Victoria and Vancouver.

The C. P. R. Co.'s s.s. *Empress of China* left Vancouver, a.m., on Tuesday, the 4th inst., for Hongkong via the usual ports of call.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"MOYUNE"	13th September.
GLASGOW and LIVERPOOL	"AGAMEMNON"	13th "
GLASGOW and LIVERPOOL	"CALCHAS"	20th "
GLASGOW and LIVERPOOL	"MENELAUS"	27th "
GLASGOW and LIVERPOOL	"NINGCHOW"	27th "

HOMEWARD.

FROM	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	11th September.
GENOA, MARSEILLES & L'POOL	"PELEUS"	15th "
LONDON, AMSTERDAM & ANTWERP	"CYCLOPS"	25th "
HAVRE, ROTTERDAM & L'POOL	"KINTUCK"	30th "

* Taking Cargo for Liverpool at London Rates.
† Via Bangkok.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON PORTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	19th September.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"STENTOR"	8th September.

The S.S. "Stentor" from Pacific Port, left Kobe on the 31st ultimo for this port, via
Mojito and Nagasaki, and is due on or about the 8th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th September, 1906.

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO SAIL
SHANGHAI	"YOOHONG"	10th September.
MANILA	"TEAN"	11th "

FROM	STEAMERS	TO SAIL
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	5th October.

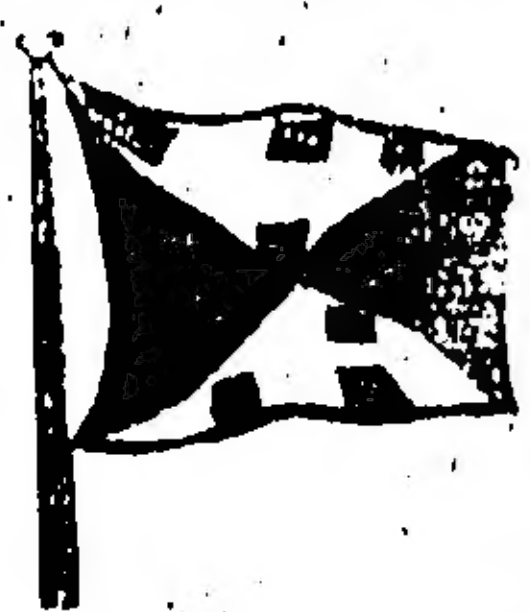
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th September, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tonn.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 15th Sept., at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 22nd Sept., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 8th September, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"SOUTH AMERICA"	10th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 27th August, 1906.

Dentistry.

Dr. M. H. OHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VOND ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905. 170TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEE.
Consultation Free.
Hongkong, 10th July, 1905. 168

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.
EAST ASIATIC SERVICE.

HOME-LINE.

STEAMERS.	DESTINATIONS.	TO SAIL
SEGOVIA	KOBE AND YOKOHAMA	13th September.
BRISGAVIA	SHANGHAI, YOKOHAMA AND KOBE	28th September.
* HABSURG	SHANGHAI, YOKOHAMA AND KOBE	29th September.
SITHONIA	SHANGHAI, YOKOHAMA AND KOBE	14th October.
C. FERD. LAEISZ	SHANGHAI, YOKOHAMA AND KOBE	28th October.

OUTWARD.

STEAMERS.	DESTINATIONS.	TO SAIL
HELVEIA	HAVRE AND HAMBURG	10th September.
Capt. Neumann	Via SINGAPORE, PENANG AND COLOMBO	
* SCANDIA	NAPLES, HAVRE, ANTWERP & HAMBURG	20th September.
Capt. v. Döhlen	Via SINGAPORE, PENANG AND COLOMBO	

HOMEWARD.

STEAMERS.	DESTINATIONS.	TO SAIL
LIBERIA	HAVRE AND HAMBURG	22nd September.
Kier	Via SINGAPORE, PENANG AND COLOMBO	
SENEGAMBIA	HAVRE AND HAMBURG	2nd October.
Capt. Peter	Via SINGAPORE, PENANG AND COLOMBO	

STEAMERS.	DESTINATIONS.	TO SAIL
SEGOVIA	HAVRE, BREMEN AND HAMBURG	16th October.
Capt. Schoenfeldt	Via SINGAPORE, PENANG AND COLOMBO	
* HABSURG	NAPLES, HAVRE AND HAMBURG	30th October.
Capt. Filler	Via SINGAPORE, PENANG AND COLOMBO	

STEAMERS.	DESTINATIONS.	TO SAIL
BRISGAVIA	HAVRE AND HAMBURG	13th November.
Capt. Filler	Via SINGAPORE, PENANG AND COLOMBO	
SITHONIA	HAVRE AND HAMBURG	27th November.
Brahmer	Via SINGAPORE, PENANG AND COLOMBO	

STEAMERS.	DESTINATIONS.	TO SAIL
RHENANIA	HAVRE AND HAMBURG	11th December.
von Hoff	Via SINGAPORE, PENANG AND COLOMBO	

* This steamer, specially built for the tropics, has splendid accommodation for first class
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,
smoking room, etc.The steamer is lighted throughout by electricity and carries Doctor, Stewardess and
Washerman.The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be
followed by s.s. "HABSURG," s.s. "HOHNSTAUFEN," s.s. "SCANDIA," and s.s. "SILERSIA."

COAST SERVICE.

* KOWLOON, SHANGHAI AND CHINKIANG. Freight and Passengers.

* Taking Cargo at through rates to Tsingtao and Chemulpo.

† Freight and Passage, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

For steamers of the Coast Service marked † to

SIEMSEN & CO.

Hongkong, 8th September, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

[PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.]

For	Steamship	On
SHANGHAI	"FOO-SHING"	WEDNESDAY, 12th Sept., 4 P.M.
GAPORE, PENANG & CALCUTTA	"KUN-SANG"	FRIDAY, 14th Sept., 3 P.M.
MANILA	"YUN-SANG"	FRIDAY, 14th Sept., 4 P.M.
SANDAKAN	"MAUS-ING"	SATURDAY, 15th Sept., 4 P.M.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

* These Steamers have superior accommodation for First-Class Passengers, and are fitted
throughout with Electric Light.† Taking Cargo on through Bills of Lading to Kudat, Lahad Dato, Simporna, Tawao, Usukan,
Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 8th September, 1906.

TOYO KISEN KAISHA.
SOUTH AMERICAN LINE.Regular Steamship Service between
HONGKONG, SALINA CRUZ, CALLAO
and IQUIQUE, via JAPAN PORTS.
Will be sent to VALPARAISO if sufficient
inducement.The Steamship
"GLENFARG," 4,000 tons,
will be despatched as above, on TUESDAY,
the 11th September, at Noon."KASADO MARU," 6,000 tons.
Taking Freight and Passengers to other
Western Coast Ports of South America.The above Steamers have splendid Accom-
modation and are fitted throughout with Elec-
tric Light. A duly qualified Surgeon is carried
on each boat.

For further information, apply to

K. MATSUDA,
Manager.Yok Building.
Hongkong, 24th August, 1906. 183

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"RADNORSHIRE"
will be despatched for the above Ports, on or
about the 15th instant.

For Freight and Passage, apply to

SHEWAN, TOMES & CO.,
Agents.

Hongkong, 4th September, 1906. 185

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Timor, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN,"
Captain St. John George, will be despatched for
the above Ports, on SATURDAY, the 29th
instant, at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.This Steamer is installed throughout with
the Electric Light.A Stewardess and a duly qualified Surgeon
are carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 6th September, 1906. 186

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DEVANHA"
FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by
mark, and delivery can be obtained as soon as
the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. India and Egypt.
From Italy.
From Australia.
From Calcutta.
From Persian Gulf, ex B.I.S.N. and B. &
P. S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 11th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 5th September, 1906. 14

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MANILA,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.Goods not cleared by the 9th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an ap-
pointed hour.All Claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns.E. A. HEWETT,
Superintendent.

Hongkong, 3rd September, 1906. 14

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "BRAEMAR,"
FROM GLASGOW, LIVERPOOL AND
STRAITS.CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 11th instant will be
subject to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
15th instant, or they will not be recognised.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 11th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,
Agents.

Hongkong, 5th September, 1906. 184

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "GHAZEE"
FROM MIDDLESBOROUGH, GLASGOW,
LIVERPOOL AND STRAITS.CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
TO-DAY.Consignees of Cargo will please take notice
that before delivery can be obtained, they must
sign an Average Bond, which is lying at the
Office of the Undersigned, and pay a deposit
of 10% on the value of their Cargo for con-
tribution to General Average.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 10th instant will be subject
to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 1st
October, or they will not be recognised.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 8th instant, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LIMITED,
Agents.

Hongkong, 3rd September, 1906. 187

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOE,"
FROM ANTWERP, LONDON AND
STRAITS.CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery may
be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods unde-
livered after the 12th instant, will be subject to
rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
19th instant, or they will not be recognised.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 12th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 6th September, 1906. 189

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"SUEVIA,"

Captain Knaiss, having arrived from Hamburg
via Ports of Call, Consignees of Cargo are
hereby requested to send in their Bills of
Lading for countersignature by the Undersig-
ned and to take immediate delivery of their
goods from alongside.Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.Any Cargo impeding their discharge will be
landed into the Godowns and/or extra hazar-
dous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored
at Consignees' risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 12th September, 1906,
will be subject to rent.All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 12th September, 1906, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 6th September, 1906. 1900

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"ARRATON APCAR."

Having arrived from the above Ports, Con-
signees of Cargo are hereby informed that
their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.Cargo remaining on board after 4 P.M. of the
8th instant, will be landed at Consignees' risk
and expense into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited.Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.No Fire Insurance has been effected.
Bills of Lading will be countersigned by the
Undersigned.DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 6th September, 1906. 818

S.S. "SALAZIE."

COMPAGNIE DES MESSEAGERIES
MARITIMES.

NOTICE TO CONSIGNEES

CONSIGNEES of Cargo from London

Commander C. E. L. Thomas ...	Welshelwei
Commander G. B. Spicer-Simson	Yangtze
Commander G. J. Todd ...	Yangtze
Commander Jno. F. Knox ...	Yangtze

